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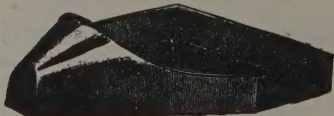
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Seed (48 lbs.), 7 tables, from 20,000 to 97,
000 lbs. Corn, Rye and Flax Seed (56 lbs.),
9 tables, from 20,000 to 118,000 lbs. Wheat,
Clover, Peas and Potatoes (60 lbs.), 9
tables, from 20,000 to 118,000 lbs. The
number of bushels in any weight of grain
within the numbers specified above are
given in bold face type, the remaining
pounds in light face type. Pounds are
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255 La Salle St. Chicago, Ill.

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Send for our Market Letter
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CORN and oats in split cars find
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are continually consulting these pages. If
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Grain Dealers Journal

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Car
Register**


Shows at a glance where to look for the record of any car
of grain. It is made of heavy ledger paper, is well bound
and indexed. Size 11 x 14 1/2 in.
No. 42. Contains spaces for 9000 cars - - \$1.50
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255 LA SALLE STREET CHICAGO, ILL.



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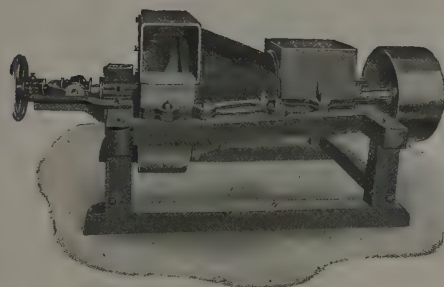
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Your business. Hitch up with an ad.
in the Grain Dealer Journal. You
will then have a pleasant and profit-
able ride.



Patents Pending

Either right or left hand over or
under discharge to suit location.

Write us for circular of our Oscillating Corn and
Grain Cleaner. Will clean all kinds of grain and
do it satisfactorily.

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Warehouse and Elevator Machinery and
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The BEST of either style sheller, that is what we claim.

If you are contemplating installing a Corn Sheller, do
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prices are right. We charge nothing for superiority.

Our Guarantee stands back of every machine
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Our Rotating Receiving Separator is the result of 50 years' practical experience in building and overhauling mills, elevators and machinery. There is no "guess-work" about it. It is not a "make shift" or a cheap imitation of some other cleaner. It has original,—yet common-sense—advantages that appeal instantly to the practical mechanic, millwright or grain dealer.

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Sent on 30 days' trial.

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DECATUR, ILLINOIS.

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YOU MAY not improve your elevator facilities by installing some new machinery. The IMPROVEMENT may depend upon the KIND of machines you buy. You want Grain Cleaning Machinery. Then buy a machine with a name that is founded on its reputation.

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will improve your elevator when you install it because its reputation rests on the merits of Monitor machinery.

THINK OF IT: Over 25,000 Monitor machines in use. Because:

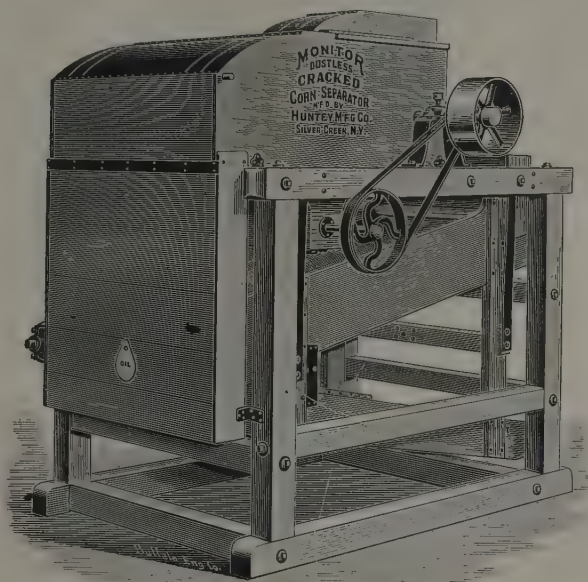
THEY ARE DURABLE.

GUARANTEED IN EVERY DETAIL.

Shipped on 30 days' trial if you are not already familiar with the Monitor.

We don't need to stand behind Monitor machinery. IT STANDS FOR ITSELF. We can cite you to thousands of satisfied users; many in your own territory.

We are proud of every Monitor machine which leaves our factory. Here is one you will be especially pleased with—Our Monitor Cracked Corn and Meal Aspirator; We believe its the best machine of its kind in the world.



We have perfected our Monitor Cracked Corn Separator to a point where this entire work is accomplished with a single machine in one operation and have obtained results not hitherto accomplished by any one machine on the market.

The special features of this machine are its scientific combination of construction with speed of shoe and pitch of screen and its throw or travel, together with its air aspiration makes a complete sifter and grader and purifier for all classes of corn and wheat products used in the preparation of these foods.

For Mills in the manufacture of Corn Meal and Corn Grits, for family use, this machine will be found to have all the qualities of the Corn Meal Purifier, making the required grades in a perfect manner.

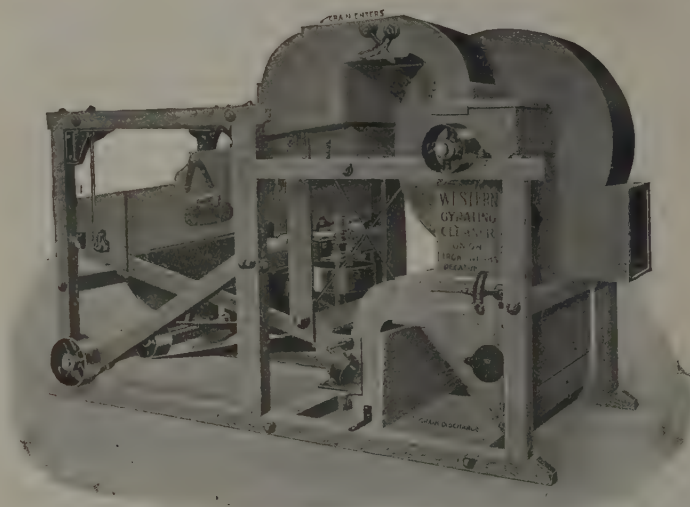
It occupies but little space and requires but small power to drive it, while, at the same time, it has very

large capacity. ¶ The Grain drawn from a Garner or Spout into the hopper attached to the shoe and this travels with the shoe, insures an even distribution the full width of the sieves, as well as an even and positive feed to the machine.

HUNTLEY MFG. CO., Silver Creek, N.Y.

The Most Important Machine In Your Elevator is the **CLEANER**

Made
In
Eight
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Capacities
200 to
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Bushels
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The "WESTERN" GYRATING CLEANER

This machine is the result of 35 years experience
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We furnish plans, specifications, and machinery for all kinds of grain elevators.

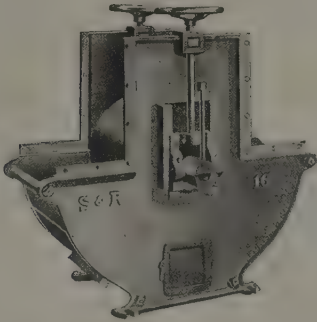
Communicate with us when in need of anything in our line.

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Complete Stock carried in Kansas City, Mo., 1221-1223 Union Avenue

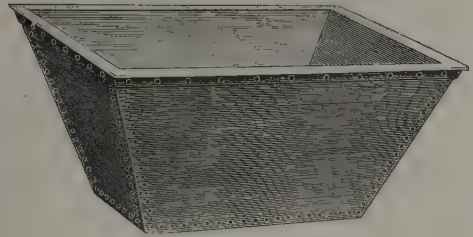
Agents in Central Illinois for Atlas Engines and Boilers

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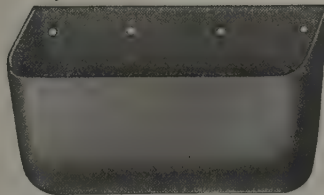
ELEVATOR BOOTS
Cast Iron, Wood and Steel

**"S. & R."
MACHINERY**



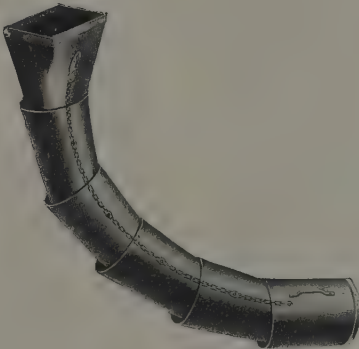
BOOT TANKS
Any Size or Gauge of Steel

There are MORE
SALEM BUCKETS
in use than ALL
OTHER MAKES of



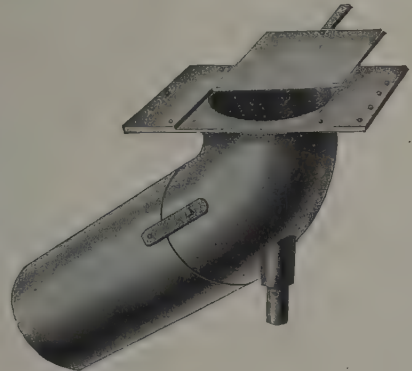
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Steel Buckets com-
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other makes are
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We are head-
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all kinds.



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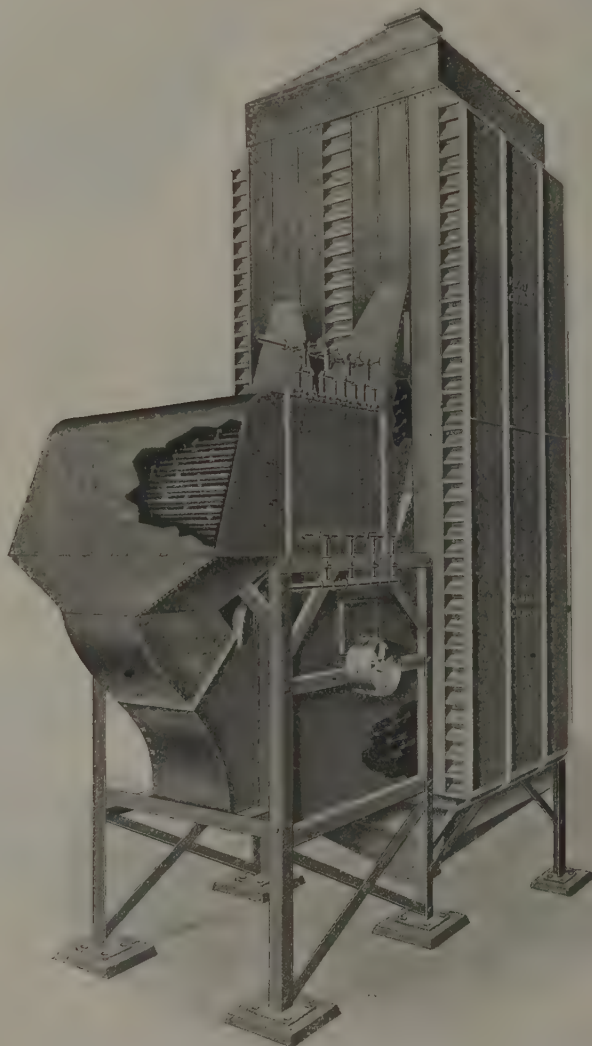
Our complete line of manufacture is fully described in
General Catalog No. 7, which may be had for the asking.
In it will be found everything for the grain elevator.

Let Us Figure on Your Next Bill.

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YOUR IMPROVEMENTS THIS YEAR SHOULD INCLUDE A
HESS GRAIN DRIER

We make all sizes, in capacities ranging from one
 to forty carloads per day. Free booklet.



The Hess "Ideal" Portable Grain Drier and Cooler for Country Elevators

Leading grain and railroad men recognize the absolute necessity of Hess Grain Driers, in the profitable handling of grain. Operators who passed the last season without one also admit this necessity.

Install a drier during the summer and be ready for the profitable opportunities sure to come later. Our U. S. Moisture Tester shows you, in twenty minutes, the amount of water in your grain. Ask us about it.

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Threshing Grain With a Flail

is just as modern as putting grain on the market without first putting it in the best possible shape to bring highest prices.

The Grain Business today is a trade in which only the most progressive succeed. The day of the Scoop Shovel and the Warehouse is past.

One of the Best Money Making Propositions for the live dealer is a United States Grain Purifier used to raise the lower grades of grain one and sometimes two grades higher. Did you ever stop to think how soon you would get your money back on a proposition of this kind? Very little longer than it takes to install the purifier.

We will be glad to tell you more about it. Write us.

U. S. Grain Purifier Co.

EARL PARK, IND.

SET OF BOOKS FOR GRAIN DEALERS

COMPLETE FOR \$3.50.

A GRAIN RECEIVING BOOK (No. 12 AA).

Grain Register is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

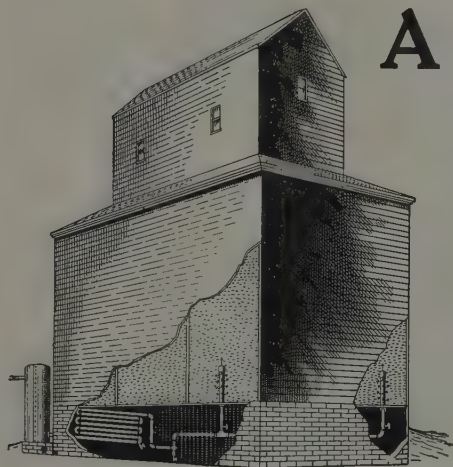
Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on sterling ledger paper, and substantially bound in full heavy canvas covers.

A GRAIN SHIPPING BOOK (No. 14 AA).

Sales, Shipments and Returns is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under Returns are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks. It contains 76 double pages, with room for records of over 2,280 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper.

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.



A DRYER NOT A HEATER

Keep your grain cool and free from germ life. Renovate your Elevator and clean out your cars for loading, all with one machine—

Johnson's Grain Dryer and Renovator

When you install this Dryer you do not increase insurance rates; you should decrease them because

COLD DRY AIR does the work

JOHNSON'S GRAIN DRYER AND RENOVATOR POSITIVELY

Will cool and dry hot grain by sending thru it 75 to 250 cubic feet of COLD DRY AIR thru grain per minute.

May be installed in any Elevator, Corn Crib, Oat or Wheat Bin, Car, Boat, Steel or Cement Tanks or in any Grain Receptacle.

Exterminates germ life; keeps grain cool all the time by driving off heat.

You can put it anywhere; in basement, engine room, driveway, or outside of elevator.

It will do a whole lot more for you, but the most important thing about it is,

JOHNSON'S GRAIN DRYER AND RENOVATOR SAVES YOU MONEY

E. G. ISCH & COMPANY,

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Peoria, Illinois

If the Railroads Like to Feed the Birds By
Using Leaking Cars

THERE IS NO REASON

Why the Graindealer Should Pay For It.

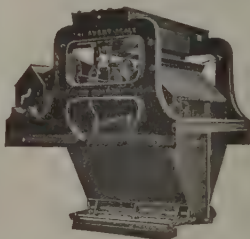
AVERY AUTOMATIC SCALES

Keep Exact Records of Weights

After looking over makes of automatic scales for quite a long time, when we came to the Avery, we almost bought it at first sight. The mechanism was so simple and yet the most complete of any automatic weigher we saw in the market.

It does away with errors that occur in the old way of weighing and you take no chances of getting incorrect weights when weighing with the Avery.

LAVENGOOD GRAIN CO., Amboy, Ind.



AVERY SCALE CO.

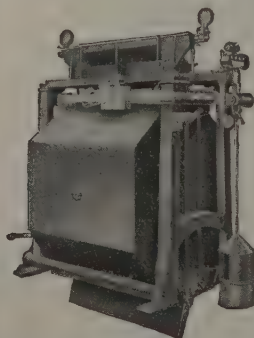
North Milwaukee,
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SET OF BOOKS for Grain Dealers

Form 380 Record of Wagon Loads Bought { PRICE, \$3.00
Form 385 Record of Car Loads Shipped
GRAIN DEALERS JOURNAL, 255 La Salle, St., Chicago

Fairbanks Automatic Scales

HIGHEST DEVELOPMENT OF AUTOMATIC WEIGHING



Simple

Operated wholly by gravity, no springs, few parts.

Rapid

Double compartment hopper, each side dumping as opposite fills.

Accurate

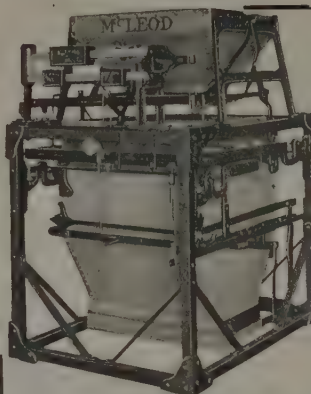
Has sealed standard weights and graduated beam. Can be balanced and tested at any time without dumping.

And above all, Fairbanks Quality.

Write for Circular No. 550-AW.

Fairbanks, Morse & Co.

Wabash Ave. and Eldredge Court, Chicago, Ill.



The McLeod Automatic Hopper Scale

"The Scale That Weighs"

A masterpiece of simple construction, embodying the correct principles of the standard scales, including a graduated brass beam.

Weights and records accurately, every pound of grain passing through it.

Requires no attention while in operation, and guaranteed not to stick on light or trashy grain.

Its smooth running qualities insures its durability.

J. D. EARTHART & SON

DEALERS IN
GRAIN AND COAL

PARTRIDGE, KANSAS, NOV. 14, 1907.

MCLEOD BROS., Bloomington, Ill.

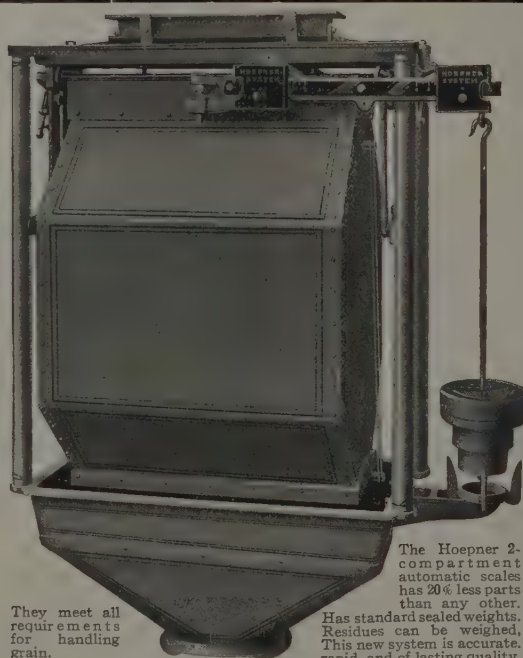
GENTLEMEN:—I have your favor of 12th and in reply will say I am more than pleased with my scale. I have weighed with track scales and hopper scales but when I weigh a car of wheat or corn now I am not afraid to make affidavit to weights. I can show as fine weights now as any one. I don't care what kind of scale they are using. Don't hesitate to refer any one to me who is thinking of buying a scale, I can recommend it to any one who wants something good.

Yours truly,

J. D. EARTHART & SON.

WRITE FOR CATALOG

MCLEOD BROTHERS, Bloomington, Ill. or Marietta, Kans.



They meet all requirements for handling grain.

The Hoepner 2-compartment automatic scales has 20% less parts than any other.

Has standard sealed weights. Residues can be weighed. This new system is accurate, rapid, and of lasting quality.

Write for circular No. 15.

THE HOEPNER SCALE SYSTEM,

42 W. Jackson Boulevard,

GEORGE HOEPNER, Prop.

Chicago, Ill.

The Richardson Automatic Scale in Operation

Momence, Ill., March 11, 1908.

RICHARDSON SCALE CO.,
NEW YORK, N. Y.

In reply to your inquiry as to the Richardson Automatic Scale that I purchased of you some year ago, will state that had I not been well pleased with same, would not have given you order for second machine. If I were to judge from testimonials which makers of Automatic Scales supplied me, I should have great difficulty in deciding which was the best scale, as all of them appeared to be the best, but after traveling around and seeing scales in operation, I concluded to purchase a "Richardson" and have never regretted it.

In loading out from our station, which is only 50 miles from Chicago, I find that our weights and those of the weighmaster of the Chicago Board of Trade will not vary to exceed 40 to 50 lbs., per car, where you have no leaks, and the majority of returns are within 10 lbs., of weights recorded by same. I consider this most satisfactory.

I have had occasion, however, in many instances to make a double test of the Automatic Scale. When I am loading out grain as fast as it comes in, I weigh it over the wagon scales, then into dump and pass through the Automatic Scale to car, and you will be gratified to know that these weighings as a rule will not vary to exceed 20 lbs., to a carload. There are other features about this matter of automatic weighing that people sometimes forget to consider. Only a short time ago and after some very high water, we were loading a car in this way and found that the wagon scales and the automatic would not correspond. I, of course, concluded that the automatic must be off, but after testing it concluded it was all right, when I investigated my wagon scale. I had some grain run through automatic, reweighed on wagon scale and then reweighed on two other wagon scales in town and found that the other two wagon scales were within 10 lbs., of the weights of the automatic, while my own wagon scale was considerably off. I ripped up platform and found that a block of wood floated in under levers that pass to office, and upon putting a heavy load upon the scale it would rub this block, consequently showing a discrepancy, while at the same time the empty wagon weighed the same upon all three wagon scales in our town. I had it removed at once and was very thankful to find that the scale was wrong as I might have unconsciously given credit to a farmer for less weight than he actually supplied me. It, however, came at a very opportune time when the roads were so bad that there was no grain to speak of moving, or it might have cost me a great deal of trouble and possibly loss of patronage.

I am an elevator owner within a hundred miles of Chicago and if my name is required I will be pleased to correspond with any elevator man interested, as I believe all of us are anxious to give the farmer a square deal, and I think the Richardson Automatic Scale not only helps to know what we are shipping, but enables us to check our wagon scales at any time.

I have just had returned to me from the Chicago Weighmaster's Department reports upon 5 cars loaded through our scale, which I enclose. You will note that the greatest difference between any two weighings was 30 lbs., and three of the cars, the difference was only 10 lbs.

If you see fit to use this information, you are welcome to do so.

S. E. ROUSH.

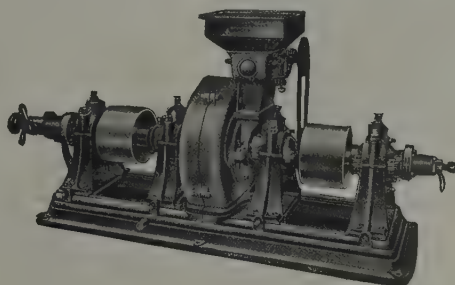
Richardson Scale Company

3-4 Park Row
NEW YORK

122 Monroe Street
CHICAGO

A Monarch Feed Mill

is as good as a mint in any man's elevator, for it will coin money by turning screenings and off grade grain into high priced feed. By grinding feed you save freight on dirt, do not have your grain



miss grade, and you get all the profits out of the business that is possible.

We can prove to you that feed grinding pays, and pays best when you have a Monarch Feed Mill.

May we? Write us and we will send you our catalog and if you say so, a feed mill on trial.

Now is the time to buy, when you are building and improving.

Sprout, Waldron & Co.

P. O. BOX 260

MUNCY, PA.

A Friend When in Need is a Friend Indeed



If you haven't one of our passenger elevators you are in need of one of them.

Why Walk When You Can Ride Without Effort

We have sold hundreds of these elevators to well pleased Grain Elevator Men. They can be erected in new or old buildings at small expense.

Time, Labor and Money Savers.

They are No Trouble, Easily Erected, Well Made and Reliable, The Best.

They cost no more and take one-half the space of a stairway.

Write to-day for more information.

Sidney Elevator Mfg. Co., Sidney, O.

Do You Need a New Belt This Season?

If so, write us about

ATLAS STITCHED CANVAS BELTING

and find out why you can save money by using Canvas Belting.



Buyers of belting are beginning to realize that they can reduce their belting expense and obtain just as good service by using Canvas Belting.

FACTS: Twice as much Canvas Belting sold in the year 1907 than in 1906. Ten times as much sold in 1907 than in 1902. *Think it over*, and write for descriptive circular B.

Atlas Belting Co., 156 Lake St., Chicago

Factory: Buchanan, Mich.



CONSTANT BY NAME And CONSTANT in Service

It takes the Best to Win and we have it ready for you.

The Safety Man-Lift has roller bearings, besides other advantages.

The B. S. C. Chain Feeder and Drag saves choke-ups and mixing of grain.

The Little Giant Grain Cleaner cleans.

The Self-Locking Rail Dump locks as the team drives off. Does that mean anything to you? Yes no accidents.

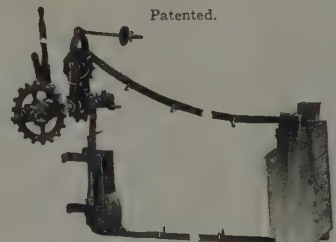
Our Cast Iron and Water Tight Boots are all that could be desired.

The U. S. Corn Sheller is being used and pronounced O. K. in every respect by many well-known and responsible Grain Dealers. It saves them time and money.

IF YOU ARE BUILDING AN ELEVATOR or REMODELING ONE, it will pay you to write us for our No. 2 Catalog, and see our space-saving plans.

SEND US YOUR LISTS OF MACHINERY FOR OUR SPECIAL LUMP PRICES.

B. S. CONSTANT CO., Bloomington, Ill.



B. S. C. CHAIN FEEDER AND CONVEYOR.

The Original Fan Discharge Corn Sheller.
Made all Iron or on Wood Frame.

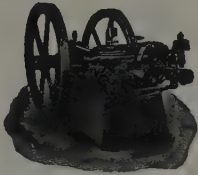


UNITED STATES CORN SHELLER.

POWER FOR GRAIN ELEVATORS.

The St. Mary's Machine Co.

Manufacturer of



Gas and Gasoline Engines

Especially adapted for Grain Elevators and Mills

THE ST. MARY'S MACHINE CO.
St. Mary's, Ohio.



WITTE GAS AND GASOLINE ENGINES

Any size for all kinds of fuel. No engine can be more economical or reliable. We assume the risk and demonstrate that our engine is superior. Perfectly Safe—No Fire Danger—Easy to Start.

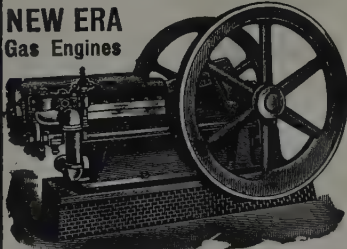
Five Year Bond Guarantee

The most modern gas engine factory in America.

Write us for elevator power Catalog X.

WITTE IRON WORKS CO. 526 West 5th Street, Kansas City, Mo.

NEW ERA Gas Engines



And Gas Producers. Sizes, 1 1/4 to 150 H. P. All NEW ERA Engines have our Patented Water Jacketed Solid Cylinder Head. NEW ERA GAS ENGINE CO., 86 Dale Street, Dayton, Ohio, U. S. A.

Gas Engine Books

Operators of gasoline engines who encounter difficulties in the care or operation of gas or gasoline engines will find each of the following books of great assistance.

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THE GAS ENGINE HANDBOOK, by E. W. Roberts, Price \$2.00.

GAS ENGINE TROUBLES AND REMEDIES, by Albert Strittmatter, Price \$1.00.

THE PRACTICAL GAS AND OIL ENGINE HANDBOOK, by L. Elliott Brooks, Price \$1.00.

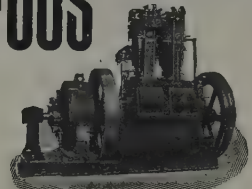
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Grain Dealers Journal

255 La Salle St.

Chicago, Ill.

FOOS ENGINES



Horizontal Type, 2' to 90 H. P.
Vertical Type, 20 to 500 H. P.

FOR GAS, GASOLINE, ALCOHOL, DISTILLATE AND PRODUCER GAS FOR ALL POWER PURPOSES

Get Our 40-Page Catalogue No. 20 Describing the Many Advantages

THE FOOS GAS ENGINE COMPANY
SPRINGFIELD, OHIO

OTTO ENGINES

GOLD MEDAL AT JAMESTOWN

The U. S. Government paid this Company a big compliment when it selected the "OTTO" Engine for use in making fuel test at the Jamestown Exposition.

The Jury of Awards also proved its fitness for its task when it Awarded the "OTTO" the Gold Medal.

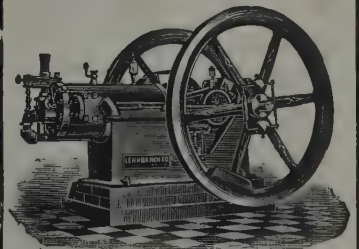
The "OTTO" has won FIRST PRIZE at every large Exposition held in this country since the Centennial in '76.



OTTO GAS ENGINE WORKS, Phila., Pa.

STANDARD OF THE WORLD

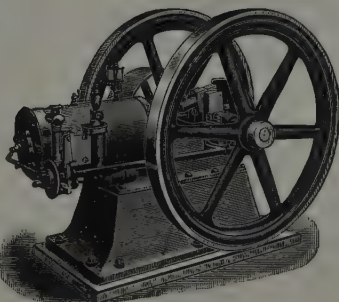
LENNOX



Made in size from 2 1/4 H. P. to 30 H. P. Special prices to elevators. Air cooled engines 2 H. P. to 4 H. P.

Write us for prices.

Lennox Machine Company
40 G. Street, Marshalltown, Iowa



Ohio Gas and Gasoline Engines (All Sizes)

Used by many lines of elevators.

Used by the U. S. Government.

Used by some of the largest railway systems in the United States.

Let us tell you why.

OHIO MOTOR COMPANY

315 Dearborn Street

Chicago, Ill.

THE PRACTICAL GAS ENGINEER (Fifth Edition)

If you operate a gasoline engine you need this book for it tells about the operation and care of one. Written by a man of practical experience. Contains 140 pages neatly bound in cloth. Price \$1.00

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255 La Salle St., Chicago.

GRAIN ELEVATOR BUILDERS.

THE SECKNER COMPANY

Postal Telegraph Building
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Re-enforced Concrete Storage
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Write Us—We Can Save You Money

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If you order plans before you get my ideas—or contract your work before you get my prices—we both lose money. My plans are best—I am the most careful designer and builder of any advertiser in this journal.

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THE GRAIN ELEVATOR BUILDER

Who Builds Right Kind
of Elevators at the
Right Kind of Price

322 Fourth Avenue, South
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**Fireproof
Grain
Elevators**

**Subdivided
TANKS**

Adapted to Terminal
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Any
Capacity

Write for
PARTICULARS
and
ESTIMATES

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Contractors and Builders of
Grain Elevators, Flour Mills, Warehouses, Etc.
Plans and Specifications Furnished
Repairing Done

306 Corn Exchange.

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Corn and Oat Tables
—ON CARDS—

Clark's Tables for wagon loads reduce any number of pounds of shelled corn, rye, flaxseed, ear corn and oats up to 4,000 pounds to bushels of 56, 70, 72, 75, 80 and 82, 83, and 35 pounds. Printed in two colors, on heavy bristol board. Can be hung up beside scale beam for use by weighman. Price, delivered 50 cts.

Grain Dealers Journal

255 La Salle St.

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of grain elevators. You can make your wants known quickly by advertising in the "Elevators for Sale and Wanted" columns.

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with Black

Elastic Enamel

Can Furnish Red or Green

We are Special Selling Agents
for all kinds of Elevator Sup-
plies, Shafting, Pulleys, Belt-
ing, Engines and Boilers.

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GRAIN ELEVATOR BUILDERS.

REDUCE YOUR EXPENSE

bill, by having an Elevator that does the work. I build and remodel grain Elevators. Write for plans and prices.

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When thinking of building or remodeling your elevator don't overlook the fact that I build and remodel GRAIN ELEVATORS that give entire satisfaction. Scales and Gasoline Engines repaired.

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Elevator and Scale Work a Specialty.
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Steel Grain Tanks

We are pioneers in this line and are building tanks in the good old fashioned way. Joints caulked, and guaranteed water, weather and bug proof. Long experience has demonstrated the necessity of high grade workmanship to make steel storage a success, we do it.

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Grain Storage Construction Co.

Designers and Builders of

Fireproof Grain Elevators, Tanks, Conveyors
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Every Description

Tanks, Buildings, Elevators
ANYTIME ANYWHERE

RITER-CONLEY MFG. CO.

General Office - Pittsburgh, Pa.
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in wood, concrete or steel. I am thoroughly equipped to do work to the best of advantage. My fireproof engine room is unequalled in arrangement and construction. If you are going to build or improve, get my ideas and you will want my services. Write today.

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Especially Designed for Economy
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I BUILD TO PLEASE

Grain Elevators and Warehouses

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217 CORN EXCHANGE MINNEAPOLIS, MINN.

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ELEVATORS, MILLS, FACTORIES, WAREHOUSES

Mill and Elevator Machinery, Power Transmissions and Supplies,
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WOOD OR CONCRETE CONSTRUCTION.

ALL WORK GUARANTEED.

If you do not want a GOOD job let "the other fellow" have it.

Old Plants Re-built and Made Rat-proof.

Plans and specifications, estimates, building material and all
kinds of machinery at bottom prices.

Wm. W. LOCKWOOD, "The Elevator Man," Winfield, Kansas

The grain trade's accepted medium for "Wanted" and For Sale" ads. is the
GRAIN DEALERS JOURNAL of Chicago, because such ads. placed in it bring quick
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"YOUNGLOVE"

BUILDS

GOOD ELEVATORS

We carry a full line of

**Elevator and Mill Machinery and
Supplies, Powers, Belts, Etc.**

YOU cannot afford to place contracts
or orders without first getting our prices

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WHEN YOU LET YOUR CONTRACT

for your new Elevator you want a house
built with a view not only to first cost, but
with a view to economy in maintenance.



Our long experience enables us to fill your
needs on both points with minimum ex-
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quality for the sake of getting your con-
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**DESIGNER AND
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I furnish All Kinds of Grain
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WE BUILD ELEVATORS

We have constructed and repaired more than
100 elevators for one firm alone.
Let us build yours.

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T. F. COSTELLO

Contractor and Builder of
Grain Elevators and Warehouses

Scale and Elevator Repairing a Specialty.

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Minneapolis

It Is Presumption

to say you haven't a mind of your own, yet that
is what is practically said to you, when you ask for
an advertised article and are offered a substitute
by a Dealer. He would give you what you made
up your mind you wanted, but for the fact that a
substitute pays him a larger percentage of profit.
Such a Dealer's interest lies only in making as
much money out of you as possible. The first-class
Dealer would have given you what you ask for, by
that course admitting that you had a mind of your
own and were capable of exercising it. Show the
substitute that you have a mind of your own by
getting us to build your Elevators for you.

The Economic Construction Co.
134 Van Buren St., CHICAGO, ILL.

L. O. HICKOK

H. M. HICKOK



L. O. HICKOK & SON

DESIGNERS, ENGINEERS, CONTRACTORS

Grain Elevators

And General Construction in Wood, Brick and Concrete
Plans—Specifications—Estimates

320 Flour Exchange

Minneapolis, Minn.

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GRAIN ELEVATOR

Designing and Construction
Made a specialty

Witherspoon-Englar Co. Monadnock Bldg.
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DESIGNERS AND BUILDERS OF
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623 THE TEMPLE

Plans and Specifications
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Fireproof Working Houses and Grain Tanks a Specialty.
Write for Plans, Specifications and Prices.

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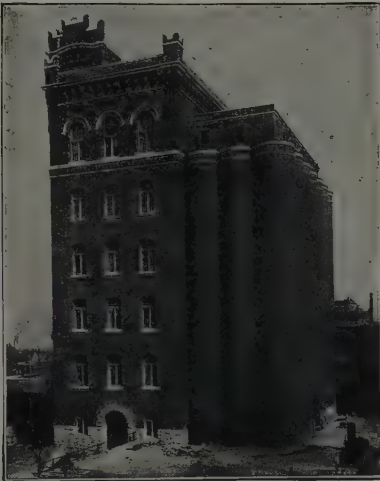
Designers and Builders

STEEL GRAIN ELEVATORS STEEL STORAGE TANKS

FULL EQUIPMENT

Two 125,000 Bus. Steel Tanks With Track Scales,
Receiving Hopper and Steel Elevator Leg

JAMES STEWART & CO. CONTRACTORS



Designers and
Builders of

GRAIN
ELEVATORS

in all parts
of the world.

Steel,
Brick,
Wood,
Concrete,
Tile

GRAIN ELEVATOR DEPARTMENT, 1811 Fisher Bldg. Chicago
W. R. SINKS, Mgr. R. H. FOLWELL, Engr.

We also do General Contracting and have offices in the following cities.
Write or call on any of them.

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New York, 130-137 Broadway;

Pittsburgh, Pa., Westinghouse Bldg.

St. Louis, Mo., Lincoln Trust Bldg.

New Orleans, La., Hibernia Bnk. Bldg.

San Francisco, Cal., 709 Mission St.

Montreal, Canada



Canadian Pacific Fire Proof Grain Elevator

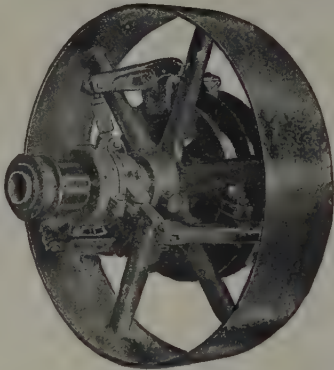
Under construction for the Ca-
nadian Pacific Railroad Co. at
Fort William, Ontario.

The Barnett & Record Company

General Contractors

Minneapolis, Minn.

Our Friction Clutch Pulley NONE BETTER



We Manufacture Full Line
ELEVATING, CONVEYING and
TRANSMISSION MACHINERY.

LINK-BELT SUPPLY COMPANY
MINNEAPOLIS, MINNESOTA

HAMILTON RUBBER MFG. CO.

MANUFACTURERS
OF HIGH-GRADE

RUBBER BELTING

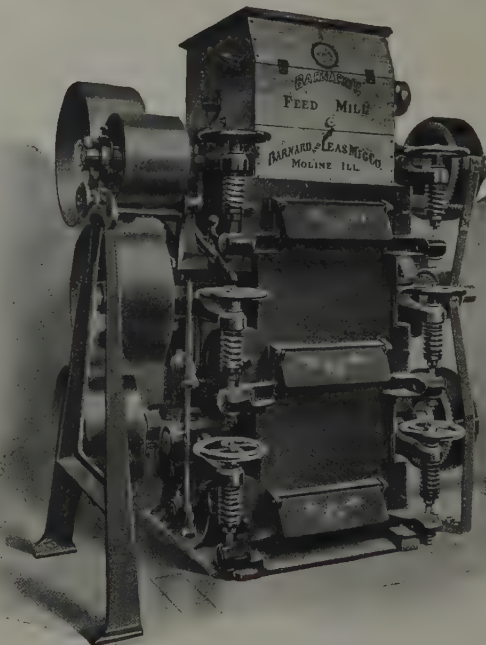
If you want Belting, guaranteed
to give perfect satisfaction for all
classes of work insist upon your en-
gineer specifying "Hamilton made."

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161 East Lake Street, CHICAGO

ELMER E. BAST, Manager
TELEPHONE, Main 2296

ROLLER FEED MILLS

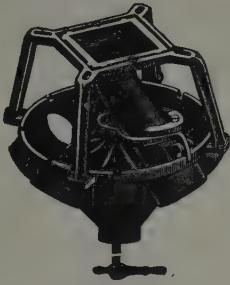


Barnard's Six-Roller or Three-Pair-High Mill

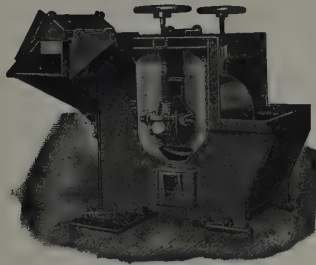
- ¶ We make them for all purposes.
- ¶ We make them for grinding all kinds of feed as well as fine table meal.
- ¶ Our line includes Willford's Light Running Three-Roller Mill and Barnard's One, Two and Three Pair High Mills.
- ¶ We also make a complete line of Corn Shellers and Cleaners, including the Victor Corn Sheller and Cornwall Corn Cleaner.
- ¶ Also Separators and Scourers of all kinds and furnish everything needed in elevator supplies.
- ¶ Send for latest circulars.

**BARNARD & LEAS
MFG. COMPANY**

Builders of Elevator Machinery and Supplies
MOLINE, ILL.



NON-MIXING



NON-CHOKING

HALL SYSTEM

SIGNALING DISTRIBUTOR

Building and Repairing elevators is a subject of importance at this season of the year.

COST and MAINTENANCE are closely calculated by shrewd purchasers.

**OUR DISTRIBUTORS
NEVER NEED REPAIRS.
GUARANTEED FOR 5 YEARS**

The Signaling Device saves its cost (sometimes in one day) from mixing grain.

NON-CHOKABLE RECEIVER (Boot)

PREVENTS fires started by chokes, mixing and spoiling grain in clearing chokes, mutilating cups, belts and shafts, caused by chokes.

SAVES loss of time of men and plant incident thereto.

DOUBLES the amount elevated, and life of cups and belts.

FOUR-FOLD service received.

ONE-QUARTER size of belts and cups needed.

ONE-TENTH the care, trouble and labor.

EITHER SENT ON TRIAL

SEND FOR
BOOKLETS.

HALL DISTRIBUTOR CO.

222
First National Bank Bldg.
Omaha, Neb.

The Chief.

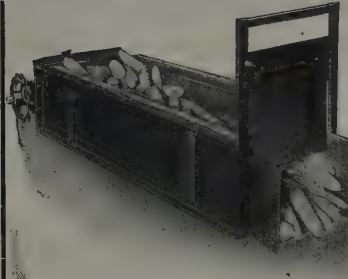


The CHIEF EAR CORN FEEDER

This is one of the Biggest Ear Corn Feeders on the market when utility is considered, tho' it occupies little space and sells for a reasonable price.

If you want a feeder that will feed ear corn, wheat, oats, in fact any grain, without extra power or needless worry, write for our prices.

National Folding Machine Co.
Sidney, Ohio



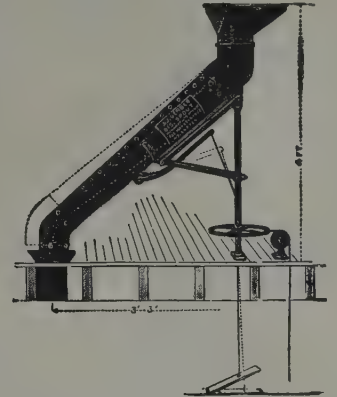
PEERLESS Improved GRAIN FEEDER

Simple, Durable, Grain Tight. Feed any kind of grain. ALL STEEL. Price reasonable. For more information address

PEERLESS FEEDER CO., Sidney, O.

Good Spouts Reasonable Prices

That is what you get when you buy the **GERBER IMPROVED No. 2 DISTRIBUTING SPOUT**. Can be operated from working floor.



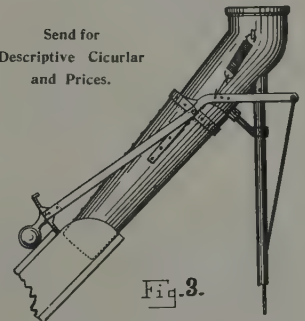
Prevents mixing of grain. It's like trading dollars when you buy this spout for you get full value for every cent spent. I make a specialty of Elevator and mill spouting. Write for particulars.

J. J. GERBER
MINNEAPOLIS MINN.

Peerless Automatic Distributing Spout

FOR COUNTRY ELEVATORS

Send for
Descriptive Circular
and Prices.



There are no circumstances or conditions that grain will mix or scatter when being distributed.

No loss, no muss, no bother.

It is thoroughly well made.

It fits in place of other spouts.

It operates like other spouts and with same indicator appliances.

It may be switched from bin to bin when elevating or from a filled bin without waste or mixture.

Hayes Mfg. Company
Detroit, Michigan

OHIO & MICHIGAN COAL COMPANY

Producers and Shippers

Plymouth Red and White Ash Anthracite

Mt. Pelle Domestic Lump, No. 2 Jackson
Massillon, W. Va. Splint and Smokeless

WRITE TO US
FOR PRICES

Main Office, DETROIT, MICH.

Five Dollars Each

is the regular price of the following car movers.

Our **\$3.75**
Price

Each is claimed to be the best

{	EASY	}	We don't care which you order
	ATLAS		
	SAMSON		
	SPECIAL		
	SHELDON		
	CHAMPION		

Engines, Scales, Elevator Machinery, Supplies and Fireproof Safes at Lowest Prices.

WRITE TO US.

AMERICAN SUPPLY CO.
1110 Farnam St., Omaha, Neb.

Elevator Machinery and Supplies

We carry a large stock and can fill orders promptly.

Grain Cleaning Machinery

We handle a full line and can give you a machine for any kind of work you want to do.

Roll Corrugating and Grinding

The best work—quick service.

Write us for Catalog and Prices on anything you need.

Grain Dealers Supply Co.

322 4th Ave. South
MINNEAPOLIS, MINN.

Sells Machinery for Elevators and Mills

WRITE FOR PRICES

Avery Automatic Scales
Gasoline Engines

Fuller ELEVATOR Buckets

See what this man says: "We have elevated nearly one million bushels with them (Fuller Elevator Buckets) and apparently they are as good as when delivered to the elevator."—W. C. Farrington, President Great Northern Elevator Company.

If you want an elevator bucket that is a bucket long after the ordinary bucket is in the scrap heap, get the **FULLER**.

CLEVELAND ELEVATOR BUCKET CO.

225 St. Clair Street

Cleveland, Ohio

The Strong-Scott Mfg. Co.

MINNEAPOLIS, MINN.

Northwestern Agents for

Invincible Grain Cleaners,
Richardson Automatic Scales,
Richardson Grain Separators,
Knickerbocker Dust Collectors

Only One of Its Kind

Burrell Anti-Friction Ear Corn Turn Head



BURRELL MFG. CO.
251 S. Jefferson St., Chicago

Scales Tested, Repaired and Exchanged Recording Beams furnished for Scales now in Use

SAVE MONEY BY HAVING EVERYTHING
MADE RIGHT FOR SEASON'S BUSINESS

The Standard Scale and Supply Co.

50-52 SOUTH CANAL STREET, CHICAGO, ILL.

WRITE FOR LIST OF REFITTED SCALES, GOOD AS NEW.

Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380. Price, \$1.50

GRAIN DEALERS JOURNAL

255 La Salle Street, CHICAGO, ILL.

Record of Cars Shipped

Is a book designed especially for country shippers in keeping a complete record of each car of grain shipped.

It is ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½x12 inches, and contains 160 pages of linen ledger paper, 29 lines to each page, and has spaces for recording the foregoing facts regarding 2,230 carloads. It is well bound in strong boards with leather back and corners.

Order Form 385. PRICE, \$1.50.

GRAIN DEALERS JOURNAL

255 La Salle Street, CHICAGO, ILL.

Grain Storage Receipts

Designed to be used by country elevator men, who store grain for patrons, in keeping a record of grain stored.

These receipts are numbered in duplicate, two on a page, with perforation between for easily tearing apart. The receipt is signed by the elevator man and shows he has received in store of.....net bus.....Wheat to be stored and insured under following conditions, etc.

The stub is used for recording the name of the owner of the wheat, the number of gross bus., dockage bus., and net bus. and lbs., grade and dockage per bu.

Each book contains 50 receipts printed on bond paper, 10½x3½ in.

Order form No. 4. Price 50 cents.

GRAIN DEALERS JOURNAL

255 La Salle St. CHICAGO, ILL.

WILLFORD

Light Running Three-Roller Mills

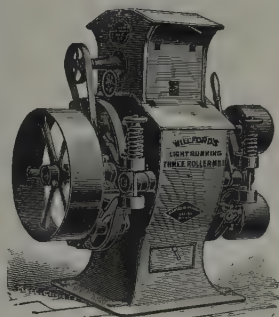
ARE THE BEST
FEED MILLS FOR ELEVATORS

because they take the least power,
are strong, simple and durable.

Write for Circulars and Prices.

WILLFORD MANUFACTURING CO.

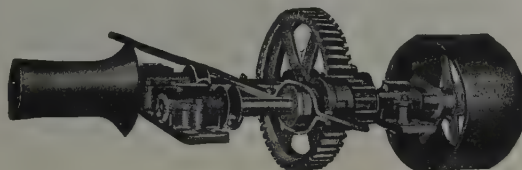
303 So. 3rd Street Minneapolis, Minn.



BUY A CAR PULLER

DID YOU EVER STOP TO THINK how many Car Pullers

you pay for in a year by not having one? You can move cars with push bars, but oh the cost and labor.



Our **LITTLE DANDY** three car machine for \$36.00

BURRELL MFG. CO., 251 S. Jefferson St., CHICAGO

Positive Safe Economical

Read what one of scores of our customers says: "Standard Clutch Mfg. Co.: We have used your Clutch continually since Jan. 1st and find it all you claim. It has given perfect satisfaction, starting the machinery under a heavy load, as easily as without load. It is **POSITIVE** Safe and Economical."—J. D. ROTHGEB & CO., Wellington, Ill.

THIS
IS
IT



The Standard Clutch Mfg. Co.

SIDNEY, OHIO

Shippers' Record Book No. 20.

is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is 9½x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2,500 car loads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads.

Price, \$1.75. Address

GRAIN DEALERS COMPANY, 255 LA SALLE ST., CHICAGO, ILL.



HAPPY FACES

For Every Boy and Girl on Christmas Day, who gets a

PREMO JUNIOR

A real camera which we have been working on all year, for boys and girls at Christmas time.

Price only \$2.00

Makes fine 2½ x 3½ pictures and is so simple that a six-year-old can operate it. Open back—drop in Premo Film Pack—close back and the camera is loaded in daylight. No focusing—just point the camera at any object—press a button—and the exposure is made. Twelve films in each film pack—when one has been exposed, pull out a black paper and all is ready for the next.

Boys, show your Mothers this advertisement.

Our booklet, "To Make Happier Faces at Christmas Time," will give you many suggestions of gifts suitable for any member of the household. Get it at the dealer's, or write us. It's free.

ROCHESTER OPTICAL DIVISION,
Eastman Kodak Co.

South St.

Rochester, N. Y.

CLARK'S CAR REGISTER

Shows at a glance where to look for the record of any car of grain. It is made of heavy ledger paper, is well bound and indexed. Size 11x14½ in.

No. 40 contains spaces for 9,000 cars, \$1.50
No. 42 contains spaces for 17,000 cars, 2.50

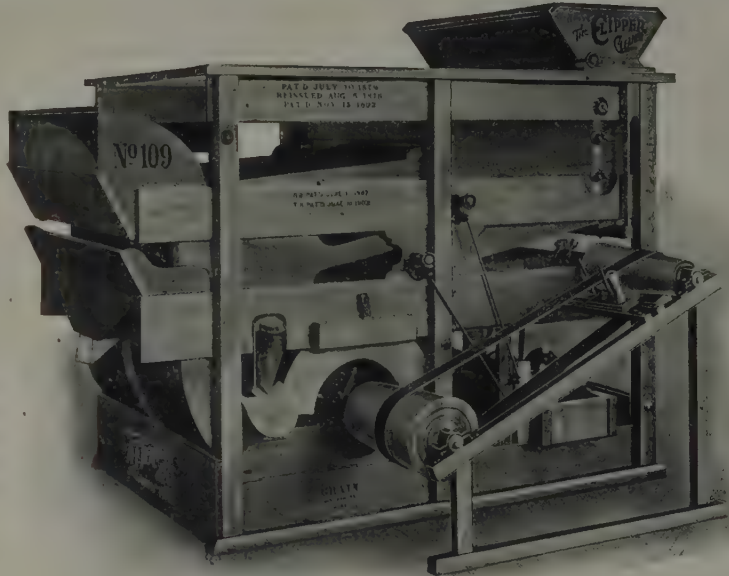
GRAIN DEALERS JOURNAL

255 La Salle Street Chicago.

The "Clipper" Grain & Flax Cleaners

THE No. 109 CLEANER shown in cut is especially well adapted to handling Northwestern grain and flax. It has four screens in the shoe, a sand screen, grade screen and two scalper screens which is very important in handling flax. It has Traveling Brushes on the two lower screens to keep them from clogging, insuring perfect screen work. We furnish a large assortment of screens for handling grain and flax, also separating flax from mustard, oats from wheat, etc. It is equipped with our Air Controller which regulates the air blast to the finest point.

It requires a small amount of power.



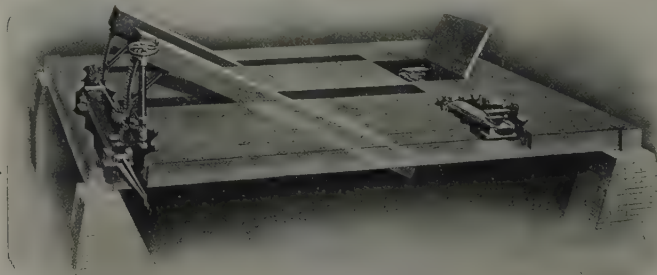
A. T. Ferrell & Co.

Saginaw, Mich.

Buy a Safe, Economical Weller Improved Controllable Worm Gear Wagon Dump.

There are so many reasons **WHY** this dump is superior to old style dumps we can't enumerate them all here but these are a few Weller features:

THERE IS NO CHANCE TO INJURE HORSES or break wagon with Weller Dump because there is no chain to break. A vertical shaft with handle attached carries a worm wheel which fits into gears on another shaft with gears which mesh into gear segments that are fast to dump timbers. Thus, by revolving operating stand, Dump is raised or lowered.



THERE IS NO CHANCE FOR A SLIP with a Weller Dump that may take life or limb. Weller Dumps are absolutely controllable. Raise Dump to any desired height and it stays until moved by operator. **It Can't Slip.**

Weller Dumps are made of iron. Hangers furnished so mechanism may be attached to rear of Dump. Operating stand placed several feet to one side if convenient for operator.

We believe the Weller Dump has no superior. If you install one you will think so too. Write for more information.

WELLER MANUFACTURING CO., = **Chicago, Ill.**

POWER CAR LOADERS FOR ELEVATORS.

**IF YOU WANT THE BEST
CAR LOADER**

Write

The Ideal Car Loader Co.
ALLENVILLE, ILL.

Say

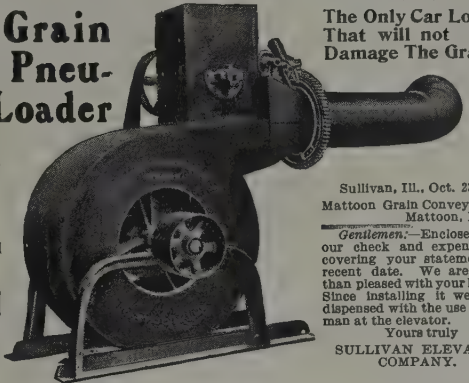
Let the Grain Dealers Journal
Want Ads do your work.
They bring quick returns.

Combined Grain Cleaner and Pneumatic Car Loader

The only machine that
will clean and load at
the same time.

For descriptive circular and
prices, address,

**MATTOON GRAIN
CONVEYOR CO.**
MATTOON, ILL.



The Only Car Loader
That will not
Damage The Grain.

Sullivan, Ill., Oct. 23, 1907.
Mattoon Grain Conveyor Co.
Mattoon, Ill.

Gentlemen:—Enclosed find
our check and expense bill
covering your statement of
recent date. We are more
than pleased with your loader.
Since installing it we have
dispensed with the use of one
man at the elevator.
Yours truly
SULLIVAN ELEVATOR
COMPANY.

Boss Car Loaders Always Please



Windsor, Ill., June 11, 1904.
Maroa Mfg. Co. Maroa, Ill.
Gentlemen:—Three years ago we purchased
one of your Car Loaders for our house here and
were well enough pleased with it, that we have
since bought another for Mt. Auburn. With
the Boss a man never has to enter a car with a
scoop as it does all the work itself. To prospective
buyers we would say "Never buy a Loader
without first inquiring about the merits of the
Boss." We are, Very truly yours,
MOBERLY & CO.

That is only a part of the story as the one at Mt. Auburn was purchased before the house was
completed as was the one E. R. Ulrich & Sons bought for their elevator at Mt. Auburn and it was
the ninth loader the latter firm bought from us. Of course, if either of these firms had thought
they could handle their grain better in any other way they would have built their new houses ac-
cordingly. There is not space enough in this ad. to tell you the merits mentioned in the above let-
ter, but we will be glad to send them to you on request.
MAROA MFG. CO. MAROA, ILLINOIS

Any Weight

of grain up to 100,000 pounds is
reduced to bushels by Clark's
Decimal Grain Values, which
also shows the value of any
number of pounds in dollars
and cents. Price \$5.00

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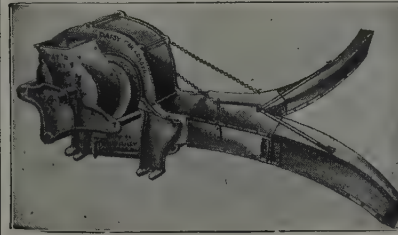
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Designed primarily for use of Coal and Hay
Dealers. This book of tables shows at a glance
the cost of any number of pounds of coal or
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Price \$1.00

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255 La Salle St. Chicago, Ill.

The car loader is simple in construction, easy to operate,
has plenty of capacity and is a light runner. We have
many customers who tell the same story such as the
following:



Clinton, Mo., Dec. 5, 1907.
M. C. Lilly, Maroa, Ill.
Dear Sir:—I installed one of your Daisy Car
Loaders in my elevator this fall and find it giving
excellent satisfaction. It loads all cars without
the necessity of putting a man in the car to attend
to it and it cleans the corn thoroughly. I consider
it one of the most important pieces of machinery
in my elevator and would not be without it for
twice the cost. Very truly yours,
W. H. HURLEY.

Bethalto, Ill., Feb. 11, 1908.
M. C. Lilly, Maroa, Ill.
Dear Sir:—We installed one of your Daisy Car
Loaders in our elevator Jan. 30, it is giving excel-
lent satisfaction. It loads a car to its capacity
without putting a man in the car; it thoroughly
cleans the grain without cracking it. We consider
the money well spent in buying it and can cheer-
fully recommend the Daisy Car Loader to any
one thinking of putting in a loader.
Very truly yours,
H. L. WINDSOR, Mfr. F. E. & P. Co.
Sent on trial.
M. C. LILLY, Maroa, Illinois

THE BEST AND MOST POWERFUL CAR MOVER MADE

Coal Chutes. Screens, Bags, Baggers, Scoops, Forks
and a complete line of

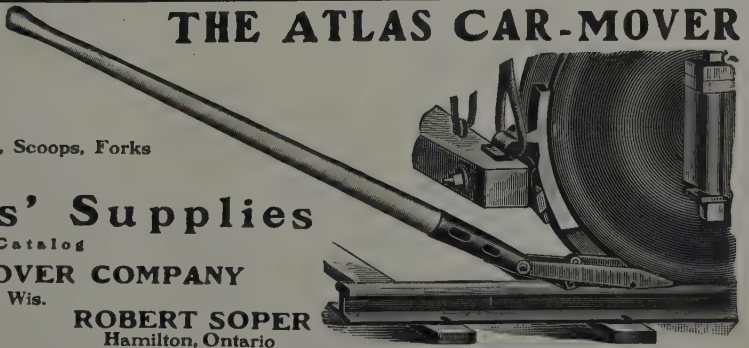
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At beginning of movement.

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ELEVATOR FOR SALE in North Central Iowa. Address Cil, Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Small elevator, Geary, Okla. Good trackage, price \$1,000. H. C. Bradford, El Reno, Okla.

FOR SALE—Two elevators, good location. Handle half million bus. annually. Address Cuppy Bros., Humboldt, Ill.

ELEVATOR AND COAL BUSINESS for sale. North east S. D. Address R. E., Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator with good business in grain, hay, coal and feed at \$2,800 if taken soon. At Pekin, Iowa. Address Walter Harrison, Pekin, Iowa.

NEBRASKA 15,000 Bus. Eltr. on the C. B. & Q. R. R. in good town of 1,500 people. Address Bargain AA, Box 7, Grain Dealers Journal, Chicago, Ill.

TWO OKLAHOMA elevators for sale; in good repair and doing good business. For terms address Rett, Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE—20,000 cap. in good condition in good grain country with good business, also coal in Dark Co., O. Patty & Coppock, Fletcher, O.

FOR SALE, several desirable elevators situated on the C. M. & St. P. and C. G. W. Rys. Address Sheffield Mill & Elevator Co., Chamber of Commerce, Minneapolis, Minn.

FOR SALE or exchange for good farm land, terminal transfer and cleaning grain elevator at Kansas City, Mo. Address De, Box 4, Grain Dealers Journal, Chicago, Ill.

FOR SALE—One 20,000 bu. modern elevator on M. P. R. R. in western Kansas. One competitor; fine crop prospect. Address K. J., Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Two modern elevators with Fairbanks Engines and well equipped. Capacity 20,000 each. Located in southern Minn. Address L. Box 48, Sioux Falls, S. Dak.

A FIRST CLASS ELEVATOR for sale in oats and corn belt of Ohio. All modern equipments. A bargain. Write for particulars. Address J. M., Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE OR RENT—40 M. cribbed elevator, coal and tile business. Good territory; within 35 miles of Chicago on E. J. & E. Address Rey, Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE: 25,000 bu. elevator and feed mill in southwestern Minn. Equipped with dump scales, hopper scales, cleaner, two engines and feed mill. Good wood, feed and seed trade. Address W. T., Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE—30,000 bu. elevator. Crib for ear corn 35,000 bu. 25 H.P. Gasoline Engine, sheller, cleaner, loader, office, scale and fixtures in good grain country. One competitor. \$7,500—if taken soon. Want cash. John H. Harman, Beason, Ill.

ELEVATORS FOR SALE.

ONE OF THE BEST ELEVATORS and coal business in the central southern part of Kansas for sale. Large territory, doing good business. Address Arden, Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATOR on Wabash Ry. in St. Joseph Co., Ind., for sale. Capacity 10,000 bus.; no competition; good business and in center of good grain country. Bargain if taken soon. W. B. Calvert, South Bend, Ind.

FOR SALE—New 25,000 bu. elevator in Ill. Can show good business and best of reason for selling. Priced right. Would consider good land in exchange. Address Center, Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE: An elevator in N. D. on the Fargo Southern Div. of the Milwaukee R. R., also an elevator in Minnesota on the M. & St. L. Both are bargains. Address J. K. Elliott & Co., 301 Flour Exchange, Minneapolis, Minn.

IF you are wanting to purchase a large or small mill or a good elevator in Kansas, Oklahoma or Nebraska, write me, as I have a list of good properties for sale. C. E. R. Winthrop, Room No. 404, Sedgwick Block, Wichita, Kan.

25,000 BU. ELEVATOR AND FEED MILL for sale in good grain country on Omaha R. R., 45 miles east of St. Paul, Minn. Equipped with first class machinery. Good flour and feed trade. Address Joe, Box 7, Grain Dealers Journal, Chicago, Ill.

TWO FIRST CLASS ELEVATORS for sale in North Dakota; good business; large territory; no farmers or independent elevators at these towns. Can be bought very reasonable. Address Berg, Box 1, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE—All prices, locations, single houses or lines. Best bargains on sale; buyers of 61 our reference for square dealing. Sell every one on its merits. Buyers get to me; will make you money. John A. Rice, Broker, Frankfort, Ind.

ELEVATORS FOR SALE—We have a large list of extra good bargains in elevators in first-class locations, doing good business. Write for prices, terms and descriptions, giving location you prefer. Iowa Mill & Elevator Brokers, Independence, Iowa.

ELEVATORS FOR SALE—Minnesota \$2,000, North Dakota \$2,000, South Dakota \$5,200, Iowa \$3,000, Minnesota \$1,500. These houses are doing a good business and are worth investigating. O. M. Myers, 270 Flour Exchange Bldg., Minneapolis, Minn.

FOR SALE—60,000 bushel cribbed elevator plant, including corn cribs, coal houses, etc., handling 300,000 bushels grain annually. Plant in first class condition, all well equipped. Price \$8,000. Address Rola, Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevators handling from 100,000 bu. up to 400,000 bu. annually, located in good towns in Illinois and western Indiana. Write, phone or best of all come and see me. Have long list of satisfied purchasers. James M. Maguire, Campus, Ill.

ELEVATORS FOR SALE.

WILL EXCHANGE for good land a 50,000 bu. elevator handling from 260,000 to 300,000 bu. annually. Very modern and well equipped to handle grain. Cost over \$15,000. No competition. Small town in a good grain country. Address James M. Maguire, Campus, Ill.

MINNEWAUKAN, N. D., 15,000 bu. eltr., feed mill, wood yard, coal sheds, Wood saw on private property; seven lots, R. R. tracks in yard with fine residence in heart of city; do \$100,000 business each year. Consideration \$8,000. Chas. S. McGlen, Minnewaukan, N. D.

FOR SALE—Elevator, Grain, Feed and Coal business in central Indiana town of 3,500 to 4,000 population. Business first class; one competitor; large territory, good reason for selling. Buildings all good. Good site for mill. Plenty of side track. Address Bec, Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE—3 elevators on R. I. in western Iowa, 2 with lumber yards, all with coal. 7 on M. & St. L. between Des Moines and Ruthven, taken together as good if not the best small line in the state. May consider Iowa improved farms for part. Answer L. B. 1055, Des Moines, Iowa.

CONTROLLING INTEREST in an up-to-date elevator for sale. Have roll for grinding feed and chop. Also corn cribs, coal house and warehouse for storing hay. This plant is a money maker. Good reason for selling. Will also sell my modern 6 room residence. Address Eldi, Box 10, Grain Dealers Journal, Chicago, Ill.

FOR SALE—100,000 bushel elevator on the Chicago & Eastern Illinois railroad, in western Indiana, located about 100 miles from Chicago. This is one of the best elevator properties in Indiana, does a business of about 300,000 bushels a year. Write for description. Address Dence, Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—75,000 bushel elevator at Willmar, Minn., division point Great Northern Railway. Is fully equipped both as receiving and cleaning house. Ample power, four legs, car puller, power shovels, and all machinery necessary for the cleaning and handling of all kinds of grain. Duluth Elevator Company, Minneapolis, Minn.

TWO ILLINOIS ELEVATORS for sale at a bargain. 60,000 bus. eltr. on the I. C. R. R. handles 200,000 bus. corn and oats yearly. Also a 35,000 bus. eltr. nearby on same road which will handle 100,000 bus. annually. Both new and well equipped. Good coal trade at each station. Address C. C. C., Box 6, Grain Dealers Journal, Chicago, Ill.

FOR SALE or trade. Three elevators at two stations on I. C. R. R. Best stations in Central Illinois. One station capacity two elevators 110,000 bu. part ear and part shelled cribs 6,000 bu. We handle 450,000 bu. annually. Other station capacity 30,000 bu. and handle 125,000 bu. annually. Best competition at larger station and none at other. All buildings in best of condition. Good churches and schools. Reasons for selling, other business. Will trade for Illinois land or can give time on half. Address Hac, Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

FOR SALE—Up-to-date elevator located in Darke Co., Ohio; 35,000 bu. capacity, steam power, on Big 4 R. R. Latest machinery to handle ear corn, etc. Good town, schools, etc. Address Rem, Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator, iron clad, located in central Ohio on T. & O. C. R. R. Price \$6,000. Time on part or will exchange for a clean stock of general merchandise, if in Ohio. Capacity elevator 15 M. bu. Lumber and coal yards in connection. Coal 1,200 tons; lumber \$25,000 annually. Handles 100,000 bu. grain. Machinery and buildings in good condition. Fairbanks, Morse gasoline engine 16 H. P. This is a bargain as the grain and lumber season is now here. Best of reasons for selling. Address Swan, Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE.—25,000 Bushel Elevator. In one of the best grain sections of Northern Oklahoma. Good live town, 500 inhabitants. Best of schools and churches. This elevator is equipped with Fairbanks Morse engine and hopper scale, also No. 3 Invincible clipper. Office and scales near enough to elevator so that one man can take care of both. Competition the best in the world. This elevator has averaged 37% net profit on the investment for the past four years. We have one of best prospects for wheat crop ever known, and a very large oats acreage sown. Best of reasons for selling. Address Elevator, Box 9, Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS.

MEMBERSHIP in St. Louis Merchants Exchange for sale. Address D. P. O., Box 45, Little Rock, Ark.

A BARGAIN. Account of poor health, I will sell my Coal and Feed business, old established and largest in county, at a sacrifice. Located on the B. & O. Write at once. W. H. Young, Chardon, O.

GALLATIN VALLEY LANDS. We have the exclusive sale of 14,080 acres of good Agricultural land, located a few miles from this city. These lands will be sold in tracts to suit, on easy terms at prices that will make every investor money. Write for list and full description. H. S. Buell, Bozeman, Mont.

FOR RENT.

FOR LEASE.—For term of years, warehouse and elevator located on the Mo. Pac. in Kansas City, Kansas. Warehouse capacity 600 tons of hay, chop mill 800 bags, grain storage 7,000 bus., all nicely and conveniently arranged, new and in first class condition. Unequaled shipping facilities to all points, and especially the south. This is a money maker. Write for particulars. Address Warehouse, Box 6, Grain Dealers Journal, Chicago, Ill.

Vest Pocket Grain Tables

reduce any number of pounds from 10 to 100,000 to bushels. For all kinds of grain. Size 2 1/2 x 3 1/4 in. Printed in 4 colors. Price 50 Cents.

GRAIN DEALERS JOURNAL.
CHICAGO, ILL.

ELEVATORS WANTED.

WANTED to trade for a good elevator. F. P. Hawthorne, McPherson, Kans.

WANTED to lease an elevator and coal yard doing a good business. Address Rad, Box 7, Grain Dealers Journal, Chicago, Ill.

WANTED to lease one or more elevators in Iowa or Neb., handling 100,000 bu. or more yearly. Address L., Box 103, Templeton, Iowa.

ELEVATOR WANTED in southeastern Nebr. or northeastern Kans. Must have a good business and good competition. L. L. Coryell, Auburn, Neb.

WANTED: To buy an elevator at good point in N. Dak. State full particulars in first letter. Address John, Box 7, Grain Dealers Journal, Chicago, Ill.

WANTED to lease or buy elevator handling from 75 to 100,000 bu. with good coal business. Prefer western Ohio or eastern Ind. Address Lock Box 331, Greenville, Ohio.

WILL PAY CASH for an elevator on a good line in a good live town in central Ind. handling 150,000 or better. Address K. L. E., Box 7, Grain Dealers Journal, Chicago, Ill.

WANTED a good elevator doing first class business in good town where conditions are right. Must handle at least 200,000 bus. per year. Address J. M. Maguire, Campus, Ill.

FOR TRADE.—166 acre farm in S. E. Kansas, stone house, 125 acres under plow, balance fine timber, to trade for elevator and feed business, write particulars. C. L. Bowdish, Pottersville, Mich.

HELP WANTED.

WANTED—A young man who absolutely understands general mdse., no snap, but want a worker. Must be strictly temperate. Address Dee, Box 8, Grain Dealers Journal, Chicago, Ill.

MICHIGAN ELEVATOR MANAGER WANTED. An experienced elevator man who understands the bean and potato business, and who will take an interest to the extent of one to two thousand dollars, can secure a position as manager and part owner in a money making proposition. Good location, ample capital, splendid chance for right party. No one but experienced parties need apply. Reference required. Address Henry, Box 9, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

FOR SALE 60 bbl. Plansifter Mill at Dry Ridge, Ky. Plenty wheat, fine grist trade. Rare chance for first-class miller who has little money. Address Robt. Taylor quick, Higginsport, O.

50 BBL FLOUR MILL FOR SALE. Also fine dwelling, three tenant houses, blacksmith shop, fruit, garden, etc. For full information address James T. Henderson & Co., Sandy Spring, Md.

FOR SALE CHEAP. A fifty barrel roller mill in good condition; good trade; located in fine wheat section in south eastern Ohio with good shipping facilities. For further particulars call on or address J. H. Martin, New Lexington, O.

SITUATIONS WANTED.

POSITION WANTED as manager of elevator; have had four years experience in grain. Address R. R. Letner, Ash Creek, Minn.

POSITION WANTED as mgr. of eltr. line or as traveling solicitor. 10 yrs. experience. Address H. C. N., Box 2, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as mgr. of grain business. Ind. or Ill. preferred. 14 yrs. exp. Best of ref. Address Joe, Box 9, Grain Dealers Journal, Chicago, Ill.

Thoroughly competent and experienced grain man wants position as mgr. Can take full charge. Address J. M. G., Box 9, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager of a grain business; 15 years experience. Best references furnished. Address Val, Box 7, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED. Country grain business, as manager or helper. Age 25, five years experience. Address L. I., Box 9, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as grain buyer in country town. Two years experience. Norwegian and American spoken. Address P. E. R., Box 8, Grain Dealers Journal, Chicago, Ill.

WANTED POSITION as grain buyer in country elevator; have had six years experience. American and Norwegian spoken. Can give best of references. Address H. E. Larson, Toronto, S. D.

POSITION WANTED with grain co. in southern Kans. Have had 5 years experience in grain business. Work any capacity. Reference furnished. Address Kansas, Box 8, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as manager, bookkeeper and general office man by an experienced married man; fully competent to buy, weigh and sell; steady, temperate and industrious. Address Ridge, Box 7, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as manager or buyer by married man, at a country station. Indiana or Illinois preferred. 3 years experience. Best of references and bond given. Address Mason, Box 8, Grain Dealers Journal, Chicago, Ill.

PARTNERS WANTED.

PARTNER WANTED by practical grain man to furnish capital for elevator deal. Address F., Box 9, Grain Dealers Journal, Chicago, Ill.

SPLENDID OPPORTUNITY for any one with \$8,000 to \$10,000 to invest in a well established and paying elevator line of 15 elevators including a cleaning and terminal elevator, party will be put in as an officer of the company, and help take charge of the business. Address Lock Box 48, Sioux Falls, S. D.

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of an "ad" is not measured by what it costs, but by what it pays the advertiser.

ENGINES FOR SALE.

GASOLINE engines for sale, 10 h.p. Temple Pump Co., 15th Place, Chicago.

20 H. P. GAS ENGINE FOR SALE. American Hardware Mfg. Co., Ottawa, Ill.

FOR SALE: 5 H. P. Fairbanks, Morse & Co. gasoline engine in first class condition. Inquire of G. B. Hager, Dwight, Ill.

FOR SALE—18 H. P. gasoline engine in good running condition. Price \$180. Comet Motor Works, 47 S. Canal St., Chicago, Ill.

4 H.P. FAIRBANKS-MORSE VERTICAL Gasoline Engine for sale. In gilt edge condition and guaranteed. Used only 3 mos. P. Clemens' Sons, Cannelton, Ind.

FOR SALE.—1-7 H.P. McVicker automatic gasoline engine; 1-3 H.P. Webster gasoline engine. Both in good order; both are good engines. T. F. Reynolds, L. B. 276, Cynthiaana, Ky.

GAS AND GASOLINE ENGINES FOR SALE. Also steam engines, electric motors and generators. Complete plants installed. Ridgway Dynamo & Engine Co., 907 Andrews Bldg., Cincinnati, Ohio.

FOR SALE—A Bargain. 1 Corliss engine, 120 H. P.; condition, first class in every respect; cylinder 14 x 42; diameter of fly wheel 12 feet; revolutions per minute 18. Offered for sale because of change to electric power. Hastings Table Co., Hastings, Mich.

FOR SALE: 12 H. P. and 16 H. P. White Stationary gasoline engines; 20 H. P. 4 cylinder marine engine; 15 H. P. steam engine and boiler on skids; 12x 8½x10 duplex Worthington steam pump. All in excellent condition. Address Enterprise Machine Co., Minneapolis, Minn.

GAS ENGINES FOR SALE.

- 22 H.P. Fairbanks-Morse.
- 16 H.P. Fairbanks-Morse.
- 12 H.P. Fairbanks-Morse.
- 8 H.P. Fairbanks-Morse.
- 20 H.P. Otto.
- 8 H.P. Otto.
- 10 H.P. Ohio.
- 25 H.P. Columbus.
- 16 H.P. Webster.

Also fifty engines of smaller sizes and all makes. A. H. McDonald, 36 W. Randolph St., Chicago.

SLIGHTLY USED GASOLINE ENGINES. 1-15 HP latest improved International engine with friction pulley on each side, used one year, \$290; 1-12 HP Webster engine, latest improved, in use nine months, \$275; 1-10 HP Webster engine, latest improved, used about one year, \$250; 1-6 HP Foos engine, latest improved, used 15 months, \$175; 1-10 HP latest improved Springfield engine, used two years, \$160; 1-4 HP Cornell engine, good as new, \$100; 1-3 HP Webster engine, used 6 months, \$85; 1-3 HP Webster engine, with tube ignition, only \$50; 1-3 HP International engine, used two months, with or without trucks, \$98. Allen P. Ely & Co., 1110 Douglas St., Omaha, Neb.

ENGINES AND BOILERS.

FOR SALE.—One 12 foot 42" horizontal tubular boiler including front and all connections. Address Fred B. Fox, Tip-ton, Ind.

FOR SALE—40 horse power horizontal tubular boiler. Insurance Co. is carrying it at 75 pounds pressure. G. B. Griffin, Charleston, Ill.

FOR SALE.—80 H.P. boiler and engine, good order. Grinder and clipper as good as new. No use for them. C. J. Meyer, Frankfort, Ill.

FOR SALE.—Two (2) J. Mohr & Sons 85 H.P. Boilers in good condition. Address Mueller & Young Grain Company, 2 Sherman St., Chicago, Ill.

HAVING INSTALLED a natural gas engine in our plant we have a fifty horse power steam engine and boiler in good condition for sale. For further particulars call on or address J. H. Martin, New Lexington, Ohio.

GOOD BOILERS FOR SALE.

4-60 In. Diameter 16 ft. long, 90 H. P. 58 Flues.

4-66 In. Diameter 16 ft. long, 100 H. P. 42 Flues.

Address South Chicago Elevator Co., 240 La Salle St., Chicago, Ill.

**FOR SALE.
ENGINES AND BOILERS.**

Engines—Corliss, Automatic and Throttling, all sizes from 1 to 500 H. P. Boilers—Horizontal, Portable and Vertical, all sizes from 1 to 200 H. P.

Pumps, Heaters, Tanks, Saw Mill and General Machinery.

Write for our prices on your requirements.

The Randle Machinery Co.
1748 Powers St. Cincinnati, O.

MACHINES FOR SALE.

FOR SALE.—One No. 5 Eureka Oat Clipper in good repair. The Cleveland Grain Company, Cleveland, Ohio.

FOR SALE CHEAP.—A No. 1 Mitchell scroll machine as good as new; too small for our mill. For particulars call on or address J. H. Martin, New Lexington, O.

TWO GOOD BARGAINS.

One No. 2½ western reel corn cleaner, good as new, was only used a short time.

One No. O Richmond Empire separator. Good as new also. Write for description and prices.

A. S. Garman & Co., Akron, Ohio.

MISCELLANEOUS FOR SALE.

FEED MILL and gasoline engine for sale. Standard Lumber Co., Winona, Minn.

OPERATE YOUR GASOLINE ENGINE on kerosene, our generator valves do the business. Ideal Vaporizer Co., Box 288, St. Joseph, Mo.

GRAIN TESTERS: Three sizes, one pint, one quart and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, Ohio.

HALL SAFE FOR SALE. About 5 ft. high by 5 ft. wide, burglar and fire-proof. First class condition. Address Springfield Milling Co., Springfield, Minn.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

FOR SALE one pair of Fairbanks track scales, second hand. S. W. Allerton, Allerton, Ill.

ONE 600 BU. Fairbanks hopper scale, good as new, for sale. Address McLeod Bros., Bloomington, Ill.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

FOR SALE.—One almost new 500 bushel Fairbanks-Hopper Scale. The Cleveland Grain Company, Cleveland, Ohio.

FOR SALE: New and second hand wagon, hopper and R. R. Track scales at reduced prices. All kinds of scales repaired. Beckman Bros., Des Moines, Iowa.

SCALES of all kinds repaired rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

STANDARD SCALES for mill and elevator purposes. Steel frames for all standard make of scales. We meet every requirement of the best of the grain trade. Standard Scale & Mfg. Co., 601 East Court Ave., Des Moines, Ia.

REFITTED SCALES. 1-60 ton, 36 ft. Fairbanks Railroad track scale good as new, \$300; 1 No. 1304, 1,800 lb. Miller and Grain Dealers' Fairbanks scale on wheels, good as new, \$15; 1 600 lb. Buffalo platform scale, \$5; 1-3500 lb. Fairbanks platform scale with drop levers, \$37.50; 1-3500 lb. dormant Fairbanks platform scale, \$35; 1-4 ton Fairbanks Wagon Scale with double beam, \$55; 1-700 bu. Howe Hopper Scale, \$125; 1-300 bu. Fairbanks hopper scale, \$85. Allen P. Ely & Co., 1110 Douglas St., Omaha, Neb.

MISCELLANEOUS FOR SALE

GRAIN PURIFIER FOR SALE. Can be installed in any elevator. It is a great money maker. For further information address Lock Box H, Earl Park, Ind.

BELTING, ETC., FOR SALE. Belting, Pulleys, Shafting, Oils, Greases, Roofing, Car Pushers, Boiler Compound, Injectors, Grates, Packing, Lace, at right prices. Miller Oil and Supply Co., Indianapolis, Ind.

FOR SALE: two two-compartment Greiner moisture testers for gas, with glass flasks, etc. Used not to exceed six times. Price complete, \$25.00 each f. o. b. Chicago. Address Hess Warming & Ventilating Co., 907 Tacoma Bldg., Chicago, Ill.

FOR SALE.

- One Cass Flour Sifter—\$60.
- One Allis Flour Reel—\$20.
- One Minneapolis Centrifugal Reel—\$20.
- One Willford Double Scalping Reel—\$20.

All in good order. E. C. Hogan, Carleyle, Ill.

MISCELLANEOUS WANTED.

WANTED—A few second hand gravity or needle machines. Must be in first class condition. Address H. S. C., Box 8; Grain Dealers' Journal, Chicago, Ill.

If Your Business

isn't worth advertising
advertise it for sale

SEEDS FOR SALE.

GRASS SEED, Seed Grain, Onion Sets, Cow Peas, etc., for sale. D. I. Bushnell & Co., St. Louis, Mo.

KANSAS GROWN Alfalfa and other grass and field seeds for sale. Address J. G. Peppard, Kansas City, Mo.

FANCY RECLEANED GERMAN MILLET SEED. Write for samples and prices. Yost & Sherrick, Libertyville, Iowa.

ALFALFA SEED, government tested. Whipporwill Cow Peas, excellent quality and right prices. J. E. Wing & Bros. Seed Co., Mechanicsburg, O.

WE HAVE IN STOCK TODAY:—Twenty carloads Millet seed; Fifteen carloads Kaffir Corn; Ten carloads Cane seed; Five carloads Alfalfa seed. All Kansas grown and re-cleaned. Ask for samples and prices. The Barteldes Seed Co., Lawrence, Kans.

CORN FOR SALE.

WE ARE OPERATING 18 stations in Iowa and Missouri. Also handle Omaha corn. Will quote you any time on ear or shelled corn. Write us before you buy. R. W. Taylor & Co., Runnells, Iowa.

CHOICE NEBRASKA CORN FOR SALE. Wire us at our expense for prices on choice Nebraska No. two corn, delivered at stations in Iowa, Illinois, Minnesota and Wisconsin. Cavers Elevator Co., Omaha, Neb.

GRAIN FOR SALE.

FOR SALE—Oats and corn in car lots. Ask for quotations. Buckland Milling Co., Buckland, Ohio.

FOR CHOICE Kansas Milling Wheat, either "Turkey" or the ordinary "Hard" variety, Kaffir Corn or Cane Seed, write The Western Grain Co., Wichita, Kan.

FOR SALE:—GROUND ALFALFA FEED in hundred pound bags. Samples and delivered prices upon application. The best feed on the market today. F. G. Olson Grain Co., Wichita, Kans.

BALE TIES FOR SALE.

HAY BALE TIES.

Large stock, low prices. Prompt shipment. Write us. J. G. Hermann & Co., Indianapolis, Ind.

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WANTED—Red, Alsike and Mammoth Clovers, Timothy and Millet seeds. J. G. Peppard, Kansas City, Mo.

SPOT CONTRACT TIMOTHY SEED, also country lots. Write promptly. Address Seed Box 9, Grain Dealers Journal, Chicago, Ill.

WE ARE in the market for Clover, Alfalfa, Millett, Cane Seed. If any to offer send samples and quote prices. Younkerman Seed Co., Council Bluffs, Ia.

WANTED—To buy millet for chicken feed, small lots or car load. Please send sample and price and state how much you have to offer. Address P. O. Box 772, Peoria, Ill.

HAY WANTED.

HAY AND STRAW WANTED. Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

GRAIN WANTED.

DAMAGED CORN WANTED.

Hot and Damaged Corn wanted. Address Melrose Milling Co., Evansville, Ind.

HOT AND DAMAGED CORN of every description wanted. Address L. F. Miller & Sons, 2931 N. Broad St., Philadelphia, Pa.

POPCORN WANTED.

POPCORN—Those having this commodity for sale submit 4 oz. sample with lowest price, shelled, cleaned and sacked, any track. Bradshaw Co., 286 Greenwich St., New York.

MISCELLANEOUS.

WANTED: Flour, Corn Meal, Hay and Grain. I want the agency for the sale of a very high grade of patent flour. A winner—also Corn Meal, Hay and Grain. W. J. Booker, P. O. Box 44, Memphis, Tenn.

COTTON SEED MEAL FOR SALE.

COTTON SEED MEAL for sale. We are manufacturers. Can quote low prices on best grades. Chickasha Cotton Oil Co., 136 L. S. Exchange, Kansas City, Mo.

PURE OWL BRAND COTTONSEED MEAL. Known every where for its high feeding qualities. Registered analysis. Write for prices and booklet on feeding. F. W. Brode & Co., Memphis, Tenn.

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GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

Gentlemen:—Enclosed find One Dollar and Fifty Cents for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

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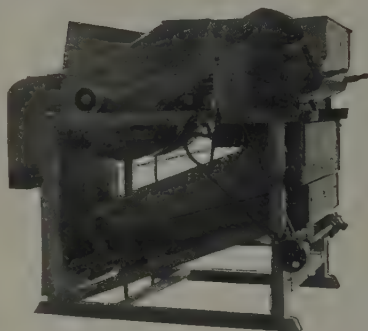
It would take several pages in this Journal to even start to tell you concerning these machines with an unequalled reputation. Thousands of them in use; but, when we say to you Mr. Elevator Owner, that we will guarantee every machine we build to be practically perfect in material, workmanship and detail, and we will stand behind this guarantee with our Name, Time and Money, we have said all that is necessary.

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The Advertising

value of The Grain Dealers Journal as a medium for reaching the progressive grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms place your announcements in the leading Journal.

The rate for Advertisements in the "For Sale" and "Wanted" Departments is 15 cents per line for each insertion.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., MAY 10, 1908.

GASOLINE should not be stored in the elevator and where possible should be kept under ground.

CORN CRIBS are being built narrower than heretofore and provided with effective ventilation so as to insure improvement instead of deterioration of corn while stored therein.

WILD OATS are said to be least suited of all grains for the manufacture of breakfast foods, but an Iowa expert claims that they are the best thing obtainable for a midnight lunch.

CONCRETE basement floor and walls keep out rodents and water and facilitate keeping cellar clean. In an elevator so constructed grain spilled or drawn from boot is saved without damage.

ELEVATOR owners about to paint should remember that the cost of applying the covering is fully two-thirds of the entire cost. The cheaper and poorer the paint used the sooner must the work be done again.

BALLBEARING turn heads reduce friction between the spout and the bin gate, and prevent friction between the would-be operator and spouts of the won't-turn variety. Less grain is mixed and shipments grade better.

RUNNING elevator legs with only half the buckets needed not only increases the cost of handling a given amount of grain, but encourages very slack methods on the part of help who witness the toleration of such expensive methods.

FRICTION CLUTCHES greatly facilitate the turning on and off of power and save power, time, labor and unnecessary wear on machinery. Even small country elevators are now being fully equipped with them to the advantage and profit of operators.

WHEN YOU load a car to its full visible capacity with light weight grain, protect yourself against being charged freight on minimum car load by having agent note on W/B that car was so loaded. It will relieve you of differences thereafter.

THE convention season is close at hand and dealers who have the interest of their business at heart are planning to get out and rub up against some of their fellow dealers. The information as well as the recreation makes the diversion both pleasant and profitable.

TWO SUITS against the Western Union Telegraph Co., cited in the Oklahoma News columns this number, show that the dealers in that state are unwilling to bear losses due to carelessness and slothful methods of Western Union employees. May their number increase.

THE amendment providing that grades of grain be established by the Secretary of Agriculture has been eliminated from the Agricultural Appropriation Bill by the senate. The champions of political regulation of business are decidedly persistent, altho greatly lacking in discretion.

GRAIN inspection under sellers' auspices will never be satisfactory to buyers. —The Roller Mill. Why not have the work controlled and supervised by committees made up of buyers, sellers and brokers? What interest has the Government in the grain business outside of fees for politicians?

DEALERS who defer making proposed improvements until a bumper crop is assured will have the advantage of standing in line and waiting for machinery and supplies, as well as the pleasure of paying higher prices. Those who make their improvements early not only avoid the rush, but are better served.

A PLUNGER with perfect knowledge of the corn market and a fair conception of the average broker's desire for business sent personal checks with orders to sell corn to five different brokers in Omaha recently. As the market went up and the checks came back dishonored each of the brokers has had his check framed and resolved henceforth to scrutinize orders from strangers more closely.

THE RATE meeting at Piqua, O., a full report of which is published elsewhere in this number, no doubt resulted in the enlightenment of many on the subject of proportional freight rates and cleared up existing misunderstandings. Our report should be read carefully by all shippers desiring light on this involved feature of their business.

CLIPPER DUST which elevator men paid to have hauled away several years ago is now commanding a fancy price. In some markets the molasses feed makers have recently paid as high as \$8.50 per ton for it. A first-class dust collecting system will soon pay for itself by increasing the cash receipts, as well as reduce the danger of a dust explosion to a minimum.

REINSPECTION 16 days after first inspection as complained of by Illinois shipper in this number seems unnecessary delay in these days of little freight and ample shipping facilities. The inspection department has ample funds to employ sufficient men to give reinspection more promptly. If it is to blame for the delay some steps should be taken to improve the service.

SMALL quantities of grain should not be permitted to stay in bins, boots, corners or in the basement of an elevator between seasons, as the refuse is sure to prove a welcome breeding ground for weevil and other grain infesting insects. A thoro cleaning of the entire house and a coat of whitewash strengthened with concentrated lye will sound the skiddoo's warning to the pest.

THE BUILDER who is so greedy for work that he takes contracts at ridiculously low figures needs careful watching lest the quality of the work and the character of the elevator erected is in keeping with the contract price. Labor and lumber, which constitute 75% of the cost of the average country elevator, are cheaper than they have been for years, and lumber is cheaper than it is ever likely to be again. Still some prices are being quoted which will not permit of the builder to get even his board out of the job. A comparison of figures and an investigation of what it is intended to deliver seems absolutely necessary.

GRAIN men have always known that wooden elevators were very likely to burn, and experience has taught many of them that houses constructed of wood are decidedly inflammable. They have continued to build houses of this character because of the cheapness of the material. Lumber has been wasted so prodigally the wonder is that the present generation has any left. The time is not far distant when it will be as cheap to build of concrete, tile, brick and steel, and with the general use of fire proof materials, even better houses will be erected than ever before, and they will be better equipped.

NEBRASKA grain dealers have so far escaped the burdensome legislation enacted in many states, which requires regular grain dealers to serve landlords as rent collectors. Glad indeed should the members of the trade in that state be that the landlords have not yet succeeded in securing the enactment of this very objectionable and unfair law, which enables the landlord to follow tenant's grain even into the grain dealer's bins to collect his rent.

SEVERAL cases are reported in this number where carpenters injured thru the negligence of fellow employes in the construction of grain elevators have brot suit against contractors or builders for large damages. In Minnesota an elevator company which sought to save money by overhauling its own elevator is now sued for \$15,000 damages. Had it let the contract to a responsible builder all employes would have been insured against accidents by some liability company, and the elevator man relieved of worry and expensive law suits.

IT IS generally admitted by old time members of the trade that it ill-becomes an operator of a country elevator to drive into the country for the purpose of soliciting business from farmers. Invariably it displays an eagerness for business that is very likely to result in the farmer's working him for more money than the grain is worth. In a far stronger position is the buyer who advertises his business by fair dealing, honest methods and equipping his elevator with best mechanical facilities money can buy. A clean, neat, attractive and inviting office for patrons always helps trade.

ONE great advantage of flat bins is that some one must go into bin and shovel out that portion of contents which will not run out. Occasionally the shoveler is suffocated and then again the lantern which he takes into bin frequently causes an explosion of dust resulting in his death and the burning of the elevator. An explosion of this character is noticed in Kansas columns this number. The self-cleaning bin may cost a trifle more to install, but it always contributes to a reduction of the elevator's operating expense, as well as a reduction of a fire hazard and the danger to operators.

THE disadvantage of buying engines or machines of any kind from weak concerns, which are likely to go out of business and discontinue the manufacture of parts and repairs, is brot out very pointedly by query in this number for the address of the maker of the Robinson gasoline engine. On the other hand some well established concerns have been known to charge such extortionate prices for repairs as to place an effectual check on repeat orders from its former customers. However, such concerns are few and far between and can not expect to last long if they continue such a policy.

THE DEALER, who contracts with a local carpenter, who has had wide experience in building barns, porches and sheds, cannot expect to get the advantage of the experience of an engineer who makes a specialty of building up-to-date grain elevators. A case recently came to our notice where the contractor, who was familiar with the lumber and labor market, saved the grain dealer much more than the cost of his services. A man who makes a specialty of buildings of this class is in touch with all the supply markets and invariably can buy lumber and labor cheaper than the grain dealer or a country carpenter.

GRAIN DEALERS of the country are approaching the close of the best crop year they have had for a decade. The average price they have paid farmers for grain has been abnormally high with the natural result that farmers have scraped their bins clean and given the dealers more to handle. The high prices ruling for all grains will also result in greatly increased acreage and necessitate improved and enlarged elevator facilities to handle the coming crop. If any further encouragement were needed to prompt grain dealers to build new, and overhaul and remodel old elevators, it is at hand, in the greatly reduced cost of lumber and labor.

IT DOES not seem fair or reasonable to charge a man interest on his draft against shipment sold his track. He does not pay the freight and is supposed to transfer his title the minute he assigns B/L to consignee. Judging from complaint made by some shippers, interest is charged on all advances until receiver gets time to make up the account sales. Few commission men charge interest after grain has been weighed. Until it is weighed, it is not possible to secure settlement, but invariably the commission man is able to collect next day after grain is weighed, and no commission merchant will think of charging interest after he has secured the money from buyer.

THE courts have frequently decided that no agreement or contract has any force until both parties thereto have agreed to its provisions, hence any association which attempts to force on the trade a rule to the effect that "buyer's confirmation shall govern," must expect to have its rule quickly brushed aside the first time it is reviewed by any court. Neither will sellers be long willing to do business with buyers who have the advantage of such a rule. It would be a very easy matter for buyers to enlist the organization in the enforcement of contracts quite at variance with terms agreed to by seller. Such lopsided rules can not but weaken organized efforts at fostering fair dealing, and if long persisted in must bring about the dissolution of the organization.

MISS Greenbug has suffered such a great reduction in number in the Southwest, she could not possibly enjoy all the sweet morsels offered by the promising wheat crop, so according to the crop experts she has invited those time scarred veterans, Mr. Hessian Fly and Madam Chinch Bug, to join her in a crop destroying rampage, and according to some of the experts, who have actually seen one or two of these assemblages engaged in chewing up a wheat stalk the entire vegetation of the Southwest will soon be a thing of the past. The influence of self-interest on some of the crop experts is truly marvelous.

AN ILLINOIS elevator man, who indulged in the unfortunate practice of giving free storage to farmers wishing to hold their wheat, neglected to have the grain insured for any one's account, and now inasmuch as he denies liability for the 8,000 bus. he is suspected of having shipped it and indulged in arson in order to avoid paying for it. Any elevator man, who believes he can spare storage room for farmers, should insist upon their paying for the accommodation sufficient to reward him for his trouble and to enable him to insure the property, otherwise a fire may result in his being driven out of business.

EVERY railroad to whose traffic managers has been presented the inequity of claim agent's action in docking all claims for loss of grain in transit to allow for natural shrinkage, has without any hesitation whatever ordered such deduction for natural shrinkage to be discontinued. It seems to be but a question of bringing it to the attention of officials who have the interests of their lines at heart, hence could not afford to be a party to such injustice. If any lines of railroads still have the temerity to continue making such deductions, the dealers along those lines should meet and promptly take up matter with head officials. If the matter is tactfully handled and fairly presented to the freight traffic managers of any line, we feel certain that this unfair deduction will soon be a thing of the past.

THE FLAT warehouses in Idaho, Washington and Oregon have long burdened the grain trade of those states with the unnecessary and enormous expense of bagging grain. The farmers have opposed it and some grain men have declared in favor of bulk handling as being the most economical. The percentage of the grain now exported is no longer so large as to warrant the bagging of every bushel shipped. Much of it is ground up at terminal and interior points. The railroads for some time have been advising the building of grain elevators for bulk handling, and at last the C., M. & St. P. R. R. has taken a stand against the flat warehouse by declaring it would grant no sites therefor, determined to avoid having its rolling stock delayed by loading and unloading bagged grain. Modern methods of loading and unloading bulk grain by machinery save so much time and labor the wonder is that the grain men of the Pacific coast have not long since abandoned their primeval methods of handling. Handling in bulk will save money for them and the farmers.

GRAIN SHIPPERS who release railroad companies from liability for safe delivery of flaxseed at destination may soon be tricked into assuming "shipper's risk" on all grain shipments by the railroad tariff jugglers. Only vigilant shippers who work together can hope to secure fair treatment. The carriers are out for the money and seem to be determined to have it.

THE non-collapsible elevators may cost a little bit more, but they are always safer. We have no sympathy with the man who builds his elevator so cheap he fears to enter when loaded. The grain store house, which will not withstand the stress of stored grain is absolutely worthless, and yet knowledge of this fact has not deterred many grain dealers contracting for just such elevators during the last few years.

REPORT has it that the Pittsburg Flour & Grain Exchange has recently passed a resolution to the effect that hereafter all shippers of hay, straw and grain be requested to make all drafts against consignments read, "On arrival of car," and that the amount of draft shall not exceed $\frac{3}{4}$ ths value of the grain, less the freight. It is all right for receivers to request shippers to make their drafts subject to inspection of grain, but few of them will do it, unless receivers refuse to honor their demand drafts. The interest on the money so detained would amount to considerable in the course of a year, but shippers who consign for their own account are willing to pay interest on money advanced them; and any receiver who is worthy of regular shipper's patronage can obtain the accommodation from his banker. The custom of making demand drafts has been in force so long, few shippers will now think of doing otherwise. The request that drafts be in keeping with the value of the shipment is timely and should be complied with.

THE present Congress not only seems determined to prevent the enactment of any more laws which shall help to prevent discrimination by railroads, but it has also exhibited an obstinate perversity in refusing to appropriate money needed to carry out the provisions of previous legislation. The Hepburn law authorized the Interstate Commerce Commission to employ experts to examine all accounts and records kept by common carriers, so that it might readily determine whether or not they were following the spirit and letter of the Interstate Commerce Laws. A bill appropriating \$750,000 for this purpose was quickly pigeon-holed, but finally permitted to be presented after a reduction of \$700,000 had been made. The bill is not yet a law, but thru the interference of the President it got thru the House with a provision for \$350,000, which will enable the Commission to do some very good work. We cite this case to show the spirit of the present Congress, which has been giving too much heed to the ominous threats of the railroad manipulators.

ENFORCING OAT CONTRACTS.

An Iowa grain buyer, who bought 700 bushels of oats of a farmer which were never delivered, has recently secured a judgment for the difference of 13 cents per bushel, together with court costs. He explains his success in obtaining damages by writing, "I had a written contract with him."

Country grain buyers who suffered heavy losses last summer by reason of farmers failing to deliver oats sold, will be pleased to know that one other buyer has had the nerve to insist upon the fulfillment of the contract. As is cited in our Nebraska column, this number, the Atlas Elevator Co. has just secured a judgment for \$230, with interest at 7% since Oct. 1st, against a farmer who failed to deliver any oats and refused to make good buyer's loss. If buyers would always insist upon having contracts in writing it would be much easier to secure their enforcement.

SEEK DAMAGES FOR LOSSES DUE TO CARRIER'S DELAY.

That country grain shippers are becoming more determined in their desire to receive fair treatment from rail carriers is evidenced by three suits cited in the News Columns of this number.

One Iowa elevator company has brought suit against the railroad company for \$1,500 damages because of carrier's failure to furnish cars at three stations until after the grain had spoiled.

A Minnesota shipper is also suing the Great Northern Ry. for \$131 under the state reciprocal demurrage law, because of carrier's failure to furnish cars within a reasonable time, the state law providing that it shall pay demurrage at the rate of \$1 per day, for each day it fails to provide cars asked for.

The other case is a decision of the Ohio Supreme Court in which \$2,000 damages granted shipper in lower court is declared excessive in light of the evidence presented and the shipper is given the option of accepting \$500 damages or fighting his claim thru another trial.

The greater the number of shippers demanding reimbursement for losses due to delay of their grain in transit or at initial station, the sooner will carriers come to recognize shipper's right to fair service. In the Ohio case quoted, the carrier ignored the rights and interests of the shipper at Duenquat, because he had no other outlet for his grain, but the shippers at a nearby point who had access also to another line of railroad were given all the cars they asked for and more. It has always been so and always will be so until carriers are forced to give more consideration to the rights of the would-be shipper. We sincerely hope that every shipper who suffers loss by carrier's delay will promptly bring suit and notify us of the full facts that we may publish them and thereby give encouragement to other sufferers to go and do likewise.

THE WAR ON BUCKET-SHOPS.

Bucket-shops continue to get it in the neck as they truly merit. The perusal of the News columns this number shows that Cincinnati, which for years has been the pleasant stamping ground of numerous bucket-shop keepers, has inaugurated a new policy and started out by indicting thirty-four keepers.

Minneapolis has fought these dishonest leeches so long the city is said to be free of them now for the first time in its history.

Louisville is also taking recognition of these swindling fakery and proposes to run them out of town, while both branches of the Oklahoma legislature have just passed what is said to be one of the strongest anti-bucket-shop bills yet drawn.

It is indeed gratifying to note that officials in authority are beginning to recognize the nefarious character of these swindling institutions, who thru dishonest methods and sharp practices prey upon the ignorant and the incompetent. They should be outlawed everywhere and driven out of existence.

BUYERS SHOULD STAND BY THEIR SCALES.

The grain buyer who will not stand by his own scales and insist upon settlement according to his own weights, encourages farmers to believe he has not confidence in his own weighing facilities. The very inferior pitiless scales which are used very extensively by farmers can not be expected to agree with first class wagon scales when properly installed. If the grain buyer has not sufficient confidence in his scales to stand by their work, then he should make it his first duty to have them overhauled and placed in working order or throw them out and buy good scales. To waver in their endorsement is to encourage others to doubt them.

An Illinois shipper who has an automatic scale uses it as a constant check against his wagon scale by reweighing the grain weighed in over the wagon scale. Recently after a very heavy storm he found the two scales did not agree. After investigating both scales he found that a floating block of wood had lodged under the levers of his wagon scale that pass from pit to office. An empty wagon weighed upon all the wagon scales of the town showed the scales to agree, but with a loaded wagon his scale was out because of the interference with lever.

To start with his scales were not properly installed else the water could not have got in pit or about his scale levers. The moisture would be very likely to rust out the bearings and at high water rubbish would be expected to lodge in just such a place.

Letters

From Dealers

[Here is the grain dealers forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

FARMERS WEIGH OWN GRAIN.

Grain Dealers Journal: Replying to the inquiry of W. J. P. Olney, Ill., in the Journal of Apr. 25, I will say that in my opinion the only business way to handle the weighing question is to be sure your scales are correct and then insist on settling by your own weights.

If you have a high grade scale, properly installed, frequently tested, honestly operated and weights accurately recorded, you need not fear the criticism you are subject to, altho there will likely be plenty of it.

The writer had trouble with a farmer two years ago because he would not settle with him for his grain as weighed by the threshing machine; and altho the difference was trifling I steadily refused to consider any but my own weights and in consequence I lost the customer.

I felt that I could not afford to deviate from the principle involved in the matter; and while I regretted the difficulty between us, if I had it to do again, I should not change my view of it.—C. O. B., Agosta, O.

AGENTS MUTUAL BENEFIT ASS'N.

Grain Dealers Journal: My idea is to have an ass'n of agents so as to meet once a year and have some of our employers present to give us a lecture on better management and to educate us more thoroly in the business.

I have had no thot whatever of a labor union, and would have nothing to do with one should one be organized.

I for one, am not working as agent merely for the sake of having a position. If I were, I could get a laborer's position at other work that would pay me more money at present than an elevator position. My aim is to reach the top round in the grain man's ladder, which should be the aim of all agents.

I would also favor a mutual benefit clause. We are all in a position where we are more or less in danger of accidents. In case a brother agent is sick or injured let the rest of the brothers help him thru.

If the employers and employees are in favor of such an ass'n I would like to hear from them. Mutually yours, B. L. Nutting, agent Western Elevator Co., Nevada, Ia.

SHIPPING SCALE A HELPFUL CHECK AGAINST WAGON SCALE.

Grain Dealers Journal: I notice in last number that an Illinois elevator man is tempted now and then to accept farmer's weight on grain offered for sale. I do not think such action is necessary or wise. I have frequently been requested to split the difference between farmer's guess and my weights, but have always refused.

Recently I put in an automatic scale for weighing out shipments and whenever my wagon scale weights do not correspond with the farmer's weights I sim-

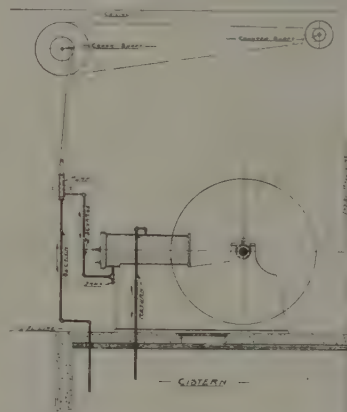
ply tell him I will elevate the grain thru automatic scale and weigh again. My two scales differ seldom and then only to such a small amount as not to merit consideration. I find the automatic scale of great help not only in keeping a check upon terminal weights and against shortages, but also against my own wagon scales.

If my scales are correct I want the farmers to accept my weights. If they are not correct I will have them put in working order, but until they are shown to be in error, I insist upon farmers accepting my weights.—R. C. T.

COOLING WATER FOR THE ENGINE.

Grain Dealers Journal: In looking thru the Journal of Apr. 10 I notice on page 449 a way devised to cool the water for large engines, and believe my way of cooling the cylinder would be of interest.

I have a small cistern just outside of the engine room. One side of the elevator is spouted to the cistern which



Pump Arrangement to Cool Engine.

keeps it full most of the time. At the left hand side of the engine I have a small force pump with piping from the cistern; and this pump is driven by the engine as shown in the engraving herewith, by belt over two pulleys, which reduce the speed of the pump.

In freezing weather I uncouple the pump, when I stop running, from the crank shaft and push it down, which opens the valve and lets the pump drain. At the left side of the cylinder also is a drain. The return pipe should be about 4 inches above the top of the cylinder so as to keep it full of water.

I find this much handier than a tank. I run a 15-h.p. Webster Engine and do shelling, and the engine never gets so hot one cannot place his hand on the cylinder.—E. A. Fox, agent B. B. Minor, Oakwood, Ill.

UNNECESSARY DELAY BETWEEN FIRST AND REINSPECTION.

Grain Dealers Journal: It seems to me that entirely too much time is permitted to elapse between first and reinspection at Chicago. On March 3 I had a car of white corn inspected No. 4 white. I was confident it should be graded No. 3 so called for reinspection, which was not obtained until March 10, and on that day it was graded No. 3 white. The market was considerably higher than on day car

arrived, yet I asked only for the average difference between the price of 3 and 4 on March 3 when it was first inspected. The price of 3 corn that day was 2 to 2½c higher. Surely I was clearly entitled to the better price. I do not feel that I should suffer by reason of the error of inspector. The commission merchant to whom I consigned the car claims that the firm to whom he sold it bot the car by sample and paid an outside price for my misgraded No. 4 corn.

I contend that I would have been discounted at least 2c and probably more if the grain had not been up to sample when unloaded. Can any one tell me what excuse there is for grain being held out 16 days and not being reinspected, resampled or unloaded? Such slack service costs shippers in interest as well as in depreciation of grain. I would be pleased to know the experiences of other shippers in this line.—M. F. F.

CHARGING INTEREST ON ADVANCES ALL WRONG.

Grain Dealers Journal: Charging me interest on drafts made against grain sold my track is all wrong. Not only should I not be charged interest, but I should be paid for my grain in par funds my station. On some grain I have sold, I have had to pay heavy collection charges on the Millers' checks sent me. I have no objection to paying interest on money advanced by commission men on grain consigned, but I maintain that many settlements are deferred entirely too long. Occasionally I do not receive Account of Sales until 10, 15 or 25 days have elapsed and my interest charge amounts to from ¼ to ½c per bu.

I have noticed several times settlement was delayed when there was a poor cash market, but the next month's futures were much higher. Had my commission merchant deferred making sale until he could have obtained the higher price I would have had no objection, but I did not share in the profit. I am convinced that the interest rules now in force need amending or their application altered. Very truly,—W. C.

FARMERS AND THEIR SCALES.

Grain Dealers Journal: I notice in the Journal for Apr. 25 what a dealer says in regard to the farmers scales.

I have had some farmers come to me and offer to split the difference on grain; but my offer has been that if the farmer could show me that my scales were wrong I would do so.

In one case when I got the farmer to weigh over other scales he still had my weights short, and it appeared that I could not get him wrong over any scales but my own, until I discovered where he had changed some of his figures, adding 200 lbs. to one load.

Having found out that there was something wrong, when I met the owner of the scales a few days later I obtained the weights and by referring back to my weights found that there was about 10 lbs. difference.

I set it down then that any farmer who tried to get more than my scales called for would have to show me that my scales were wrong. If I took another man's weights there is no certainty that I would get the grain I paid for. I am certain I would not.—E. G. Harris, agent McCaull-Webster Elevator Co., Plainview, Neb.

It is easy to make money in wheat if you will only be careful to buy at the bottom and sell at the top price.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

WANTS ADDRESS OF JOBBER OF RED TOP SEED.

Grain Dealers Journal: I would like to have the name of a really reliable jobber or cleaner of red top seed who resides in a seed producing district.—Conrad Appel, Darmstadt, Germany.

WANTS INFORMATION ON CONSOLIDATED HAY & GRAIN CO.

Grain Dealers Journal: We would like to have some information regarding the Consolidated Hay & Grain Co., of Cairo, Ill.—Wilson & Parker, Jacksonville, Fla.

Ans.: This concern is the successor of Leo McDaniel and the Illinois Hay & Grain Co. See the Grain Dealers Journal for May 10, 1907, pages 537 and 548.

HOW IS INCREASED CHARGE JUSTIFIED?

Grain Dealers Journal: Is it true that Baltimore receivers charge shippers ½ ct. more per bu. commission in case shipper's grain is sent to drier? If so, how do they justify the increased charge? Surely ordering grain to drier is not so laborious as to warrant this increase.—B. I. H.

ADDRESS OF ENGINE MAKER WANTED.

Grain Dealers Journal: Can you give me any information as to where the Western Tool Co., of Jefferson, Iowa, is who manufactured the Robinson Improved Vapor Gas Engines. We have one of these engines and are badly in need of repairs, but cannot find where repairs can be obtained. They moved from Jefferson, Ia., to Des Moines, Ia., some time ago.—R. J. Heaton, Pierson, Ia.

Ans.: By addressing the Des Moines Gas Engine Co., Des Moines, Ia., you may reach their successors in possession of patterns and parts and obtain what you need. The inventor of the Robinson Engine, William Robinson, died Apr. 3, 1908. He was organizer and for several years pres. of the Des Moines Gas Engine Co., and was formerly state agent for the Foos Gas Engine Co.—Ed.

WANTS DECISIONS IN BOOK FORM.

Grain Dealers Journal: It has occurred to us that if you would compile the complete Supreme Court Decisions bearing on cases of interest to grain dealers, also decisions of the Arbitration Committees of the different associations, it would prove of great interest and value to grain dealers. The book would need a ready reference index to facilitate dealers quickly finding the decisions wanted.—B. Strong Grain & Coal Co., Conway Springs, Kans.

Ans.: The work of compiling a separate book of the character wanted would necessitate so great expense as to make

it prohibitive. By keeping a file of the Grain Dealers Journal you will have all of the decisions wanted and more. The references given at close of each paragraph in Journal will enable you to obtain complete decision when wanted.—Ed.

A Concrete Bleaching Tower.

The experience of elevator men, who have wood bleaching towers running up thru their elevators, shows there is little danger of fire from this source, but most of the insurance companies are somewhat timorous regarding the risks and prefer that they be placed outside the elevator.

One recently erected is constructed of concrete, the shelves being of wood so that they can be removed or renewed. Across the bridge connecting the tower with working elevator is a conveyor box containing a 12-inch screw conveyor by which grain is conveyed into the bleaching tower. As it falls over the shelves steam permeates the mass long before it reaches the sulphur fumes. A 12-inch cast iron screw conveyor running thru the cast iron conveyor box below, which is impervious to sulphur fumes, removes the purified grain. The machinery for this equipment was supplied by the Skil-lin & Richards Mfg. Co.

Grain Dealers' Meetings.

May 19-20, at Oklahoma City, Okla., the eleventh annual meeting of the Grain Dealers' Ass'n of Oklahoma and Indian Territory.

May 21 and 22, at Fort Worth, Tex., the annual meeting of the Texas Grain Dealers Ass'n.

June 8 and 9, National Ass'n of Feed Dealers at Detroit.

June 9-10, at Springfield, Ill., the annual meeting of the Illinois Grain Dealers Ass'n.

June —, at Indianapolis, the mid-summer meeting of the Indiana Grain Dealers Ass'n.

June 23-25, the American Seed Trade Ass'n at Detroit.

July 1-2, at Cedar Point, Ohio, the annual meeting of the Ohio Grain Dealers Ass'n.

July 14, at Des Moines, Ia., the annual meeting of the Iowa Grain Dealers Ass'n.

About July 15, the Tri-State Grain Dealers Ass'n.

July 28-30, the National Hay Ass'n, at Cedar Point, O.

Oct. 15, 16 and 17, at St. Louis, Mo., the twelfth annual meeting of the Grain Dealers National Ass'n.



A Concrete Bleaching Tower.

Crop Reports

Canada.

Winnipeg, Man.—Seeding is about $\frac{3}{4}$ completed; the balance will be slow on account of much plowing to do. With the early seeding, ground in perfect condition and plenty of moisture there is promise of an abundant harvest.—Campbell & Wilson.

Illinois.

Pleasant Hill, Ill.—Wheat prospect excellent altho too much rain at present.—John Schutz.

Kemper, Ill.—Acreage of wheat sown about same as last year. No fly or bugs.—G. W. Ruyle.

Dawson Park Sta., Milford P. O., Ill.—Too wet for growing crop, backward spring.—A. T. Langellier.

Danforth, Ill.—Oats are looking fine with a very good stand.—J. W. Overacker, mgr. Farmers Elev. Co.

Lombardville, Ill.—Growing crop looks fine; 25% of grain in hands of farmers who are holding for higher prices.—Mallett & Code.

Tinley Park, Ill.—Oats look pretty good, but the wet weather makes it bad for corn. On account of the high prices there were more oats sown than last year.—C. A.

Milmine, Ill.—Wet weather is keeping the farmers out of the fields and corn planting will be late as last year. Oats and wheat are looking well.—Hamman & Son.

Dunlap, Ill.—Corn planting delayed by wet weather. Oats coming generally good, but weak. Grain from this section has been nearly all shipped out.—Jackson & Shehan.

Kernan, Ill.—No winter wheat raised this year. Rye is thin and short. Oats on drained land looking good, some complaint about drowning out. No corn planted yet.—M. Funk.

Keithsburg, Ill.—I have not heard of green bugs this spring, never had the Hessian fly in this locality. Oats and rye are looking well. The weather is cool and wet, unfavorable to corn planting.—E. J. Glanery.

Kaufman, Ill.—Acreage about same as last year. No trouble caused by green bug or Hessian fly, but wheat is looking bad on account of wet weather and has a brown, rusty color. No corn planted yet.—Mrs. B. Herman.

Springfield, Ill.—Wheat condition perfect except on the low lands, where it has been damaged by heavy rains. Oats very fine except where the ground is low. About $\frac{1}{3}$ of the corn ground is plowed; no corn planted.—C. O. Matheny & Co.

Indiana.

Cloverdale, Ind.—Wheat is looking fairly good in this part.—J. W. Croxton.

Dupont, Ind.—Compared with last year our average is about 125%.—G. W. Graston.

Topeka, Ind.—Prospect for wheat has not been better for years. Crop looks good for an average yield of 30 bu. per acre.—Wilson Bros.

Denham, Ind.—A little larger acreage than usual sown to winter wheat. Nothing bothering it and looks unusually well. Small acreage of oats.—J. J. Blasser.

Iowa.

Ute, Ia.—About same as last year. No damage done by Hessian fly or green bug.—Wm. Mair & Co. R. No. 2.

Berlin, Ia.—No winter wheat sown here to speak of and no report of Hessian fly or green bug.—F. H. Ploog & Co.

Beloit, Ia.—Not as much winter wheat as last year; but what there is, is much better than it was last year at this time. Small grain looks fine and corn planting is being pushed.—Reliance Elevator Co.

Shipley, Ia.—Farmers are holding corn for higher prices. Little corn planted owing to cold weather. Oats all up and a fine stand; but so cold they are at a standstill.—B. L. Nutting, agt. Western Elevator Co.

Chatsworth, Ia.—Wheat and oats in good condition as to seeding, moisture and growth. Corn ready to plant, as soon as weather warms up. Last year's corn on hand small, but of good quality; crop practically marketed.—Frank Wakeman.

Lincolnsburg, Ia.—The oat crop in Iowa is more promising this year than for several seasons. The seeding season was never more favorable than this has been. The seed oat question was so thoroughly agitated this spring the farmers were very careful to clean their oats, and put an unusual amount of seed in the ground, getting a good stand in return. Do not believe the cold weather of the past ten days has worked any damage.—E. G. Cook, Ft. Dodge.

Des Moines, Ia.—Basing acreage of last year at 100, the comparative percentage originally planted this year is: Winter wheat 106 per cent. Spring wheat 96 per cent. Oats 101 per cent. Barley 100 per cent. Rye 96 per cent. Practically no winter wheat acreage has been abandoned. Soil condition is very favorable for the growth of small grain and the preparation of the corn seed bed. Oat seeding has been completed in good season and under favorable weather conditions. Corn planting will be completed in southern section and well along in central section by May 10. There will be only about 78 per cent as much corn required for feeding until the new crop as compared with same period of time last year. Ninety-two per cent of the marketable portion of last oat crop has now left farmers hands as compared with 80 per cent last month and 88 per cent one year ago. Eighty-five per cent of the marketable portion of the last corn crop has now left farmers hands. The comparison of rainfall and temperature for February and March with last year is favorable to growing conditions this spring.—Geo. A. Wells, Sec'y Iowa Grain Dealers Ass'n.

Kansas.

Langdon, Kan.—The wheat crop is not improved. Plenty of rain needed to make the crop.—J. A. Lyon.

Kirwin, Kan.—Wheat looking fine since the rain. Will have an average crop. A larger acreage than last year in this locality.—C. C. Freeman, agt. F. W. Gaunt Grain Co.

Labette, Kas.—The acreage is smaller. The fly is working some and hurt some fields badly. Have not heard of green bugs. The wet weather damaged wheat a good deal.—Chas. Cragg.

Larkin, Kas.—The acreage sown to winter wheat thru this section is about 1-3 more than last year. Prospect is fine. Have not heard of fly or bug as yet.—J. W. Bowser, agt. Sarbach Elevator Co.

Kinsley, Kas.—The acreage of wheat is at least 10% less in this county this year. Prospects are not so good as at this time last year on account of dry weather. Wheat very short and thin.—Kinsley Grain & Lbr. Co.

Home, Kas.—Wheat and oats never looked better. Corn planting progressing nicely. Some farmers are putting the recent rains put ground in good shape for growing crops. The old crop of wheat and corn is about all shipped out.—Robt. J. Lewis.

Kipp, Kas.—Acreage as compared with last year 100%. Present condition 90% of full crop. No green bugs. Some fields of early sown wheat injured by Hessian fly and some by dry weather. Plenty of rain now.—S. H. Adew, agt. Pacific Elevator Co.

Langdon, Kas.—The acreage sown to winter wheat compared with last year is little less. Have heard of no green bugs or Hessian fly, but there has been complaint of dry weather. Wheat has stood the drouth fairly well and we had a nice rain this week (May 7) which will help it.—A. R. Dodge, mgr., Langdon Independent Grain Co.

Topeka, Kan.—With Eugene Kelley in a touring car I recently passed thru Sedgwick, Reno, Rice, Ellsworth, Barton, Rush, Ness, Lane, Scott, Finney, Gray, Ford, Edwards, Pawnee, Stafford, Pratt and Kingman counties, visiting all the towns on the Missouri Pacific between Wichita and Geneseo to the north and west from Geneseo to Scott City, returning via the counties traversed by the A. T. & S. F. Ry. With the exception of Ness, Lane, Scott and the northern part of Finney counties wheat is in from fair to good condition. In the last mentioned counties wheat is an entire failure on account of lack of moisture and high winds. Some damage in Kingman, Sedgwick, Sumner and Cowley counties by Hessian fly. This pest is found in most every field in the counties above mentioned.—E. J. Smiley.

Kentucky.

Auburn, Ky.—Acreage sown to winter wheat last fall about 90%. The condition is 95, unless the present wet spell will hurt it. Some fields show a little yellow.—J. G. Coke.

Winchester, Ky.—Our wheat prospects are good, but we have had cold weather for a week (May 4) with a good deal of rain and some snow. That effect this will have on the crop is to be seen. Very little corn has been planted up to this date as the ground has been too wet for plowing; grass is fine.—G. H. Bush.

Michigan.

Lansing, Mich.—The condition of wheat is very promising at 90 per cent, and only 2 per cent will be plowed up because winter killed, while Hessian fly damage is 1 per cent. The average condition of rye is 91; and the acreage of oats sown compared with the past five years is 95 per cent.—Geo. A. Prescott, Sec'y of state.

Minnesota.

Minneapolis, Minn.—With the exception of late seeding of small grain, is about completed. Wheat has been showing above the ground in most fields for a week or ten days and in some localities the cold has been sufficient to freeze the young leaves. Nearly all the seed went into the ground before our recent rains and as soil conditions are about perfect we believe that we are getting an unusually favorable start, and in a race a good start is a winner, barring accidents. The farmers are still plowing for flax and corn. Flax sowing is now in progress and corn planting is just commencing. Compared with last year, the acreage of the different crops for Minnesota and the two Dakotas is as follows: Bread wheat, 5 to 10% increase; Durum wheat, a material decrease; oats, 15% increase; barley 10% increase; flax, 20% decrease; corn, 10% increase.—Van Dusen Harrington Co.

Missouri.

Langdon, Mo.—Acreage of wheat about same as last year. Condition at present good. No fly or green bug in this locality.—R. E. Miller & Co.

Lockwood, Mo.—The acreage of wheat is larger than last year with splendid stand and good growth, but having too much wet weather now which damaged about 1-3 of the wheat. Heard but little talk of fly. Hardly any corn planted yet.—F. H. Farnis.

Columbia, Mo.—At this time last year practically all the corn land was plowed, and 36% of the entire crop had been planted; the average condition of the crop at that time was 71. At the present time only 62% of the plowing has been done and only 15% of the crop has been planted. About as much corn has been planted in the northern half of the state as in the southern half. Usually planting is much farther advanced in the southern part of the state. Last year more than four times the acreage had been planted on the first of May in the southern half of the state than in the northern half, but too much rain this year has retarded planting in the southern sections and will make the crop very late. The low temperature and excessive rains will cause much replanting in the southern section. The average condition of the part of the crop planted is 95 in the northwest and only 79 in the southeast, and 85 for the whole state. The month of April was very favorable for wheat except on some flat lands in the southern part of the state where there has been damage from too much rain. A few correspondents report plant lice, but up to this time the damage has not been serious. A few correspondents report damage from Hessian fly, the greatest damage being in Jasper county; a few fields have been plowed up on account of this damage. The condition of the crop has improved two points during the month and is now 93, which is 11 points above the condition at the same time last year. The condition is very uniform throughout the state. On account of the high price and scarcity of seed oats a reduced acreage has been planted—about 6% below the acreage sown last year. The crop was planted in good condition and as a rule has made very satisfactory growth—the present condition being 90.—Geo. B. Ellis, sec'y Missouri State Board of Agri.

Nebraska.

Ragan, Neb.—About the same acreage of wheat sown as last year. Prospects good.—Albert Anderson.

Red Cloud, Neb.—Acreage of wheat same as last year. Damage by dry weather 40 per cent.—W. M. Crabill.

Plainview, Neb.—Oats are set back by the cold wave which swept over this locality the past week, with some snow.—E. G. Harris, agt. McCaull-Webster Elev. Co.

Richfield, Neb.—The acreage sown to wheat is about 3 times more than last year. The condition of wheat here is extra good. No bugs or flies here.—G. H. Graham.

Berlin, Neb.—Winter wheat is turning yellow from cold weather. Very dry until now when we had a fine rain and the wheat will be all O. K. Old corn gone. Oats look good.—J. T. Clark, agt. Duff Grain Co.

Cortland, Neb.—Farmers hold 15% of wheat; 5% of corn and 5% of oats. Growing wheat doing good, as also is oats, with exception that recent cold stopped growth. Corn planting progressing very rapidly the last few days, May 8; and with another good week will be all in the ground.—J. F. Wait, agt. Nebraska Eltr. Co.

New York.

Buffalo, N. Y.—The weather of late has been anything that happened, just as if the old supply was being worked off before a new lot was laid in, but it was all in favor of the State wheat crop. The snow on the last day of April made wheat and grass look their best. Spring-sown crops will be late, as the ground is still too wet to work.—J. C.

North Dakota.

Gackle, N. D.—Crop prospects are favorable so far.—J. H. Meyer, mgr. N. Dak. Elevator Co.

Tolna, N. D.—The crop prospects are good at this point.—O. B. Hoven, mgr. Tolna Farmers Eltr. Co.

Havana, N. D.—Seeding nearly finished in this part of the state and some of the grain is up, looks good and healthy with a good stand. Had a good rain and prospects never looked better.—H. J. Waddell.

Ohio.

Irwin, O.—Wheat crop looking good. Planting corn; oats up and looking fine.—Wilson & Townsend.

No. Amherst, O.—About full acreage; 80% of full crop. No Hessian fly or green bug.—Wm. H. Schibley.

Columbus, O.—Wheat prospects have steadily advanced during the past month, the present prospect being estimated at 92%, compared with an average, a gain of 7% since the issuance of the April report. Last year at this time the prospect was estimated at 74%. The estimated damage to the plant by insect pests is so slight that no note of it is made in the report. From present prospects the average yield per acre will far exceed that of last year, but owing to the short acreage seeded the total production will hardly equal the last harvest. The correspondents generally note the recent heavy snowfalls, but no serious damage reported. Rye prospects are estimated at 91% compared with an average. The area seeded to oats in 1907 as reported by the township assessors was 1,456,515 acres. The correspondents now estimate that the area seeded for the coming harvest is but 93%, in comparison with last year's area, or 1,355,456 acres. Weather conditions during the past month have been unfavorable to seeding, and this, in addition to the account of the shortage in the oats area. No doubt many fields intended for oats will be planted to corn. The area of spring barley sown is 83%, and the prospect for winter barley is 86%. This spring the barley sown is 81% of the crop.—Ohio State Board of Agri.

Oklahoma.

Ryan, Okla.—Acreage of wheat and oats small, but the crop is fine at this date.—L. D. Wright, Okla.—A third more acreage has been sown in this section compared with last year.—L. A. Taylor, agt.

Elgin, Okla.—Acreage sown to winter wheat 25%. No damage by Hessian fly or green bug. Some rust, otherwise good.—Elgin Eltr. Co.

Blackwell, Okla.—Wheat acreage is 25 to 30% less than last year. Growing wheat in good condition. Few reports of fly or bugs.—Grain Dept. Blackwell Milling & Elevator Co.

Dover, Okla.—About 25% acreage sown compared with last year. Wheat is looking so far. Had plenty moisture. No Hessian fly or green bug here. Prospects are good for a large crop.—Dover Mfg. Co.

Douglas, Okla.—About 1-3 as much winter wheat sown as usual but it looks fine and no bugs to speak of. A few chinch bugs in the wheat but did no damage so far. About twice as many oats sown as usual.—J. H. Hammer, Randels & Grubb.

South Dakota.

Emery, S. D.—Prospects for crops were good in this vicinity until the past week (May 4) when hard frosts destroyed everything over ground, and unless we get rain soon, prospects will not be good. We have had no rain so far this spring, only a wet snow which helped a good deal. All small

grain was seeded two weeks ago.—J. Driscoll, mgr. Farmers Eltr. Co.

Elrod, S. D.—The farmers in a large scope of country around here will have a thin stand of early sown grain, as a result of being in a hurry and rushing their seeding full blast, some running three four-horse drills right on the jump and getting a good many acres sown. The grain was looking fine until the cold wave came, then the frost killed the weak sprouts and kernels.—E. J. Heiser.

Tennessee.

Wartrace, Tenn.—Acreage sown to winter wheat in this locality is not over 20% of an average. The growing crop is in fine condition and no reports of damage by Hessian fly or green bug.—R. M. Cleveland.

Texas.

Gainesville, Tex.—Oat crop looks good; wheat damaged.—Keel & Son.

West Virginia.

Mannington, W. Va.—Farmers in our locality are planting more grain than usual on account of high prices during the winter.—Boor & Davis.

Wisconsin.

Madison, Wis.—The percentage condition of crops is 96 for winter wheat, 97% for winter rye, and 97% for pastures. Crop prospects for Wisconsin are much above the average of spring conditions for the past ten years. The winter was unusually mild, and little damage is reported to crops subject to damage from frost. Winter grains have escaped serious injury, and almost the entire acreage sowed last fall will be allowed to develop a crop. Timothy meadows have also come through the winter in good form, and prospects for an abundant hay crop are good. Small grain was largely planted before the wet, cool weather of the past week, and is doing well. The acreage of wheat continues to decline, as in past years. Rye has about the same acreage as last year. The partial failure of the oat crop of 1907, and a fear of the continuation of the sources of disaster the coming season, has had a tendency to quite considerably decrease the acreage of that crop while there is a general report of a decided increase in the amount of barley sown. The acreage of corn will evidently be slightly increased from last season.—John M. True, sec'y Wisconsin State Board of Agri.

Government Crop Report.

Washington, D. C., May 8.—The crop reporting office of the Bureau of Statistics of the Department of Agriculture finds that the area of winter wheat standing on May 1 to be harvested was about 28,751,000 acres, which is 4.2 per cent, or 1,318,000 acres, less than the area reported as sown last fall, and 5.8 per cent, or 1,619,000 acres, more than the area of winter wheat harvested last year.

The following table shows for the principal winter wheat states the per cent of the area sown last fall which has been abandoned, the area remaining on May 1st, the condition of winter wheat and rye on the dates indicated, and the 10-year average:

		WINTER WHEAT.				RYE.			
States. p.c.		Area.	'08	'07	yr.	'08	'07	yr.	
Kan.	2.5	5,782,000	84	82	87	88	88	91	
Ind.	2.1	2,721,000	94	74	78	95	88	88	
Ill.	2.4	2,324,000	94	88	85	94	90	90	
Neb.	4.0	2,265,000	87	91	93	83	94		
Mo.	2.0	2,226,000	92	84	88	94	83	91	
O.	2.0	2,083,000	91	77	80	92	85	85	
Pa.	2.2	1,590,000	88	92	83	89	92	90	
Cal.	35.0	987,000	60	79	82	75	86	86	
Okla.	2.3	1,347,000	92	78	86	94	72	83	
Tex.	6.5	924,000	88	48	77	91	43	76	
Mich.	2.5	874,000	90	75	78	90	85	88	
Tenn.	2.5	819,000	95	83	86	91	85	87	
Ky.	2.5	758,000	96	83	88	92	93	89	
Md.	1.0	765,000	88	91	90	88	92	91	
Va.	2.5	651,000	95	92	89	93	93	87	
N. C.	2.5	568,000	91	87	87	93	91	87	
Wash.	4.0	449,000	97	95	92	97	98		
N. Y.	2.5	443,000	88	76	87	83	82	90	
Ore.	2.5	338,000	97	96	96	92	92	97	
W. Va.	2.1	361,000	91	90	86	90	90	89	
Other	3.6	1,424,000	90	84	90	92	88	90	

The average condition of the growing winter wheat on May 1 was 89.0 per cent of a normal, compared with 91.3 on April 1, 82.9 per cent on May 1, 1907, and 85.3 per cent the mean of the May 1 averages of the past ten years.

The average condition of the rye crop on May 1st was 90.3 per cent of a normal, as compared with 89.1 on April 1, 88.0 on May 1, 1907, and 89.5, the mean of the May 1 averages of the past ten years.

Of the total acreage of spring plowing contemplated, 66.6 per cent is reported as actually done up to May 1, compared with 71.5 per cent at the corresponding date last

year, and 65.9 the mean of the averages so reported in the past ten years.

Of spring planting, 54.7 per cent is reported as having been completed on May 1, compared with 47.0 per cent on May 1, 1907, and 52.6 per cent on May 1, 1906.

The New German Bourse Law.

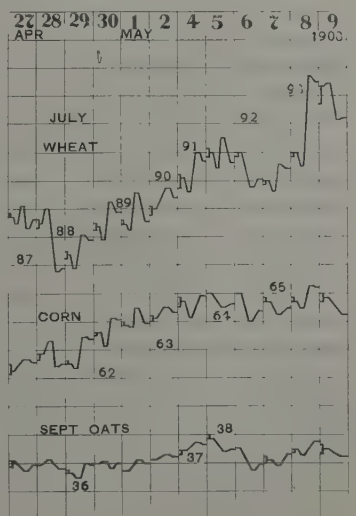
It appears that only few people grasp the utterly injurious side (in both senses of the word) of the new law, which will only be known when swindlers, as I call all dishonest men in the trade, will avail themselves of the protection granted to them by this law. This law gives a chance to lawyers to make black white and white black, as the case may be, because the judges themselves do not understand it.

The trade goes on all the same as it did before, except that it is strictly prohibited to deal in "options." The merchant who does such trades will be fined heavily up to £500 and after the first punishment can be sent to prison. Of course, the man who bought or sold "options" is not at all liable for any debt and can force me, if he paid any margins, to repay every cent if he claims within two years after he paid the difference. This is only one of the examples and should be published to warn American and English firms.

How was it possible to pass such a law? There is not a single M. P. who knows anything about the corn trade—only a few bankers who have general notions of it—but they did not do their duty to protect the whole community, but had only in view the interest of the bankers. They got an amendment for trading in shares and all those connected with sugar, coffee, cotton, nitrate, etc., in which articles enormous quantities of "futures" are handled, did not say "peep" for fear they would then be treated like the grain merchants. That is the fair play ruling in the German Chambers of Commerce!—Hamburg Correspondent of Corn Trade News.

Chicago Prices

The opening, high, low and closing quotations on wheat and corn for July and oats for September delivery at Chicago for two weeks prior to May 11 are given on the chart herewith.



Suggestions for Prospective Builders.

BY FRANK MASON.

HIGHER elevators give more rapid handling facilities and naturally are gaining favor with the trade.

IRON smoke stacks rust out and need repainting frequently. The most economical stack is built of brick or concrete.

WOOD PULLEYS should never be used in elevator heads, as they materially increase the fire hazard. The iron pulley with rubber lagging will be far safer and much cheaper in the long run.

WOOD LEDGES or roofs have been found very efficient spark collectors by elevator men, who have seen their plants go up in smoke. If you must have flat roofs or ledges cover them with heavy iron.

ELEVATOR BELTS which have lost many of their buckets greatly reduce the elevating capacity of the leg and waste power, as the leg must be run much longer to perform a given amount of work.

ELEVATOR BELTS will not slip if the head pulley is covered with rubber belting. It should be firmly cemented to the face of the pulley. Economy of power and belting will be effected by this arrangement.

WELL cleaned grain is never graded off on account of dirt, but frequently gets into a higher grade by reason of its being clean. The intelligent use of a cleaner invariably proves very profitable for wide-awake shippers.

FIRE proof engine rooms if properly built and placed greatly reduce the need of insurance on the power plant, and if a good fire pump is installed therein, power may be used in extinguishing flames in their incipency.

COST OF INSURANCE—A little study of the rate schedules of the mutual fire insurance companies making a specialty of grain elevators will always minimize the fire hazard and greatly reduce the cost of insurance.

GRAIN mixing distributing spouts, so called by courtesy of long established custom, should be thrown in the scrap pile and a modern device installed for overcoming this trouble. The loss on one car load of grain will more than offset the expense.

LOSSES from rats and gophers are so large many grain dealers are giving more attention to making their grain store houses proof against such pests. Cribbs are covered inside with heavy galvanized wire cloth, and concrete foundations and floors are used.

FLAT BOTTOM bins or pits may cost less to install than hopper bottoms, but the elevator operator will find that they will cost much more to operate. The self-cleaning bin and dump sink is the only kind which should be tolerated. They will save the operator time, money and labor every day.

THE handling capacity of every elevator can be greatly increased by increasing the pitch of spouts, bin bottoms, hopper bottoms and sink bottoms, as is being done in many of the new elevators. Country elevators especially are being built higher for the purpose of more rapid handling facilities.

CHEAP or out-of-date machinery is often the bane of the elevator man, who looked too long at the first cost of installing his plant. He paid dearly for his

shortsightedness when it came to attempting to operate the "just as good" equipment. It took more time, more strength, more labor, more power and the expense for repairs was something amazing. The best is always the most satisfactory. Not only does it reduce the cost of handling a crop, but it turns out the grain in better condition.

Pitless Scales Worthless.

When a farmer patron reports your weights of his grain at variance with his, ask him what scale he used in weighing. In a majority of cases you will be told it is a pitless scale—the cheapest scale made and according to scale experts the most unreliable. In a recent address A. E. Schuyler, Ass't Weighmaster Chicago Board of Trade, said:

Among the worthless weighing machines manufactured is the one known as the "pitless scale," which is being installed extensively throughout the grain producing territory. In this style of scale there is a tendency to crowd the mechanism into a very small space and, in order to do this, it is necessary to shorten the connections between the various levers and their points of suspension. This often causes some of the parts to bind and work hard. Moreover, the consensus of opinion among disinterested experts is that it is not practicable to construct a weighing machine in the small space used in the construction of pitless scales.

Furthermore, the material in these scales is cut down in weight to such an extent that under heavy loads the deflections of the levers will often exceed the safe limit. In consequence the necessary alignment is not sustained.

Then, too, the entire absence of foundations permits the scale to settle out of level, and in cold weather to be heaved by frost. The very fact that one of the large scale companies, which was forced by competition into the manufacture and sale of these alleged weighing machines, restricts their sale entirely to farmers, is an admission of their unreliability.

The Russian law against adulteration of grain is said not to have been enforced because to house those convicted the prisons would have to be enlarged and new prisons erected.

The new German law regulating trade in grain futures, which recently passed its second reading, does not clearly authorize dealing in futures and provides a maximum fine of \$2,500 for violation.

A Space Saving Garner Bottom.

Thru the courtesy of R. H. Folwell, engineer for James Stewart & Co., we are able to illustrate herewith, the old way, and the improved way that firm builds steel garner bottoms above scale hoppers.

On the left is a sketch showing the old way of arranging a 2,000 bu. scale hopper with a garner of the same capacity overhead. This garner has 4 openings which are generally 6" to 9" wide and about 4' to 5' long. They require slides which are difficult to operate because the garner bottoms, being made of steel plates are liable to spring and bind the slides and the rollers. The hopper bottoms are difficult to make and required expensive steel plate work.

The new method shown at the right has several advantages, the principal one being the saving in height in the entire cupola which, in the case shown is 2' 2". When one considers saving so large a dimension in height in a steel or concrete constructed terminal elevator, money is being saved pretty fast.

The second advantage is that by having many small openings in garner, the scale hopper is filled over the entire area so that no steel plate top is needed on the scale.

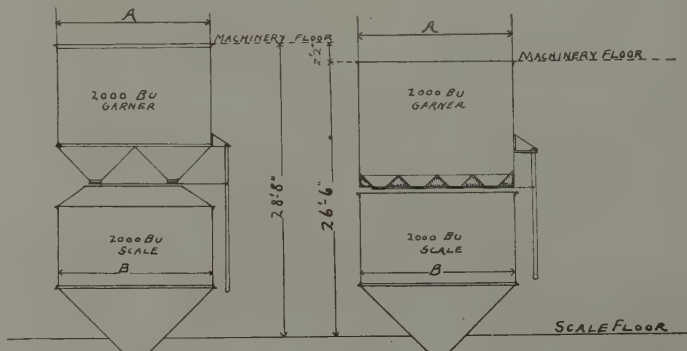
The third advantage is that having no hoppers of any kind the steel construction belongs to a cheaper class and therefore costs less.

The fourth advantage is that the slides, coming in contact with rigid structural steel channels may be made to fit closer and run more easily because of less possibility of deflection in the bottom or less liability to bind.

The fifth advantage is in the arrangement of the slides of the garner bottoms. One of the small slides is so placed that it will open in advance of the rest of the openings and the Weighman is therefore able to catch his weights to a nicety.

The sixth advantage is quite important—because the construction of the scale and garner allow easy adoption of dust aprons or curtains, thereby shutting out the dust.

July wheat will be the old crop future and I expect to see this month reach a good price. There will be the usual sharp fluctuations, but I cannot advise permanent bear commitments below 90 cents. September will naturally be pounded on the bulges so long as the wires continue to paint Northwest and Southwest scenery in "oils."—E. W. Wagner.



OLD WAY

NEW WAY

Old and New Way of Installing Garners.

Proper Equipment of Elevator Legs.

BY R. I. PIERCE, M. E.

In a previous communication I stated that a smooth turned cast head pulley cannot lift cups fully loaded with wheat over 50 to 60 feet high, and that all elevators having a greater lift with such head pulleys are improperly equipped, and are a continual source of grief to the operator.

Perhaps one of the reasons for this error in equipment lies in the fact that the ordinary coefficient of friction used in relation to rubber belts on smooth pulleys *does not apply to cup belts*, and there is no published data that I know of which gives this coefficient. The reason that other coefficients do not apply is because cup belts are operated in a manner peculiar to themselves.

First the belt and pulley are completely enveloped in an atmosphere of dry lubricating dust, and as a matter of fact are not to be considered under friction rules governing rubber belts on smooth cast pulleys.

Second, the belt is pierced by many bolts whose broad heads pass upon the pulley. If each of these heads rested smooth and true upon the face of the pulley (there being 12 rows of them touching a pulley 4 feet in diameter), it would to that extent be classed under coefficients for metal against metal. The fact may be that only one bolt head in each cup lies perfectly parallel to the belt surface, the rest stand at an angle to that surface, and when they rest on the pulley the belt surface near them does not even touch the pulley. Everyone who has noticed the underside of a cup belt will admit that it has a spotted, worn surface, showing that a large portion of the rubber itself does not even touch the pulley, and furthermore the bolts hold the belt immediately adjoining them to a smooth straight band of the cup which does not curve to the pulley surface.

In view of these facts it would appear clear that the rule of coefficients must in a great measure be revised in calculating the lifting power of head pulleys in grain elevators.

It is not generally understood that the diameter of a pulley makes no theoretical difference in the *frictional* effect of a belt. Nevertheless there is a minimum diameter over which a thick belt would have very little frictional effect, but when a belt or cord is regarded as perfectly flexible, the diameter makes no difference in the friction. There is, however, great advantage to be obtained by the use of head pulleys of large diameter.

It is a matter of common knowledge among mechanical engineers that it is more economical to run a narrow belt at a high rate of speed, rather than a wide belt at a slow rate. Therefore, it is evident that grain can be elevated more cheaply by using a narrow cup-belt, and running it at a high rate of speed. To be sure there is additional expense in the increased diameter of head pulley, but it is abundantly offset by the diminished cost of cups, belt, boot, leg, etc.

Having said this much respecting head pulleys, I will offer the following suggestions as to more perfectly equipping an elevator leg, (a) Provide at the head of the leg (whatever the necessary cost of this one item) a large diameter head pulley for the purpose of speeding up the belt; (b) rubber cover this pulley and revolve it as fast as possible consistent with a perfect discharge of the grain from the cups into the distributor. (c) At the foot of the leg place a non-chokable boot. The latter item is the key to all success with the leg and is essential to making possible the arrangements herein specified, for without it cups cannot be perfectly filled, and if they cannot be filled economical results are impossible.

The practice of furnishing large buckets and half filling them, bolting a belt full of them, building the whole equipment to correspond in size, furnishing power to keep in motion these useless sheets of metal and belting is in a larger measure like

"Dropping buckets into empty wells
And growing old in drawing nothing out."

When the true value of a non-chokable boot is fully realized these absurdities will surely pass like other obsolete arrangements to the things that were.

We have in the above a basis upon

which all else in the equipment must conform.

Use a heavy belt.

Use buckets with wide projection from the belt; and deep; for great capacity. Space these buckets far enough apart (but no farther) to permit them to fill to their utmost capacity to overflowing, see spacing of cups on elevator belt illustrated herewith.

These are the essential points in the equipment.

The whole device (pulley, belt, cups, boot and leg) can now be as narrow, or as wide, as the elevating requirements call for. This installation working 'day in and day out, week in and week out, will elevate double the amount of grain with the same size cups of any other system, and costs less money to install because of less width.

Auxiliary to this there should be provided a large dump or reservoir in front of the boot, which should be kept practically full of grain, with the feed gate wide open for uniform supply of grain to the boot.

This supply of grain to the dump is the only attention required of the operator. The leg itself, the belt, and cups need no more attention than the engine or line shaft.

There should also be provided an automatic head ratchet, to prevent the loaded cups from reversing this shaft in the event of power being cut off.

Lumber Prices Compared.

Lumber used in elevator construction is cheaper than it has been for 5 years and lower than it probably will ever be again. In comparing the list prices for the years 1907 and '08 it will be noted the 1908 prices are much lower.

In 1907 heavy timbers 4x8 to 8x8-16 ft. were listed at \$28.75, compared with \$23.75 for 1908; 4x8, 8x8, 24 ft., \$29.75 for 1907, compared with \$25.25 for 1908; 4x10 to 12x12, 16 ft., \$29.25 and \$27.25 per thousand.

Drop Siding—3/4x3 3/4 or 5 1/4 A. \$29.50 for 1907, as compared with \$28.25 for 1908. Prices of Flooring for 1907 were, Edge Grain B., \$34.50, compared with \$33.50 for 1908. Common Boards \$24.25, compared with \$19.00 for 1908.

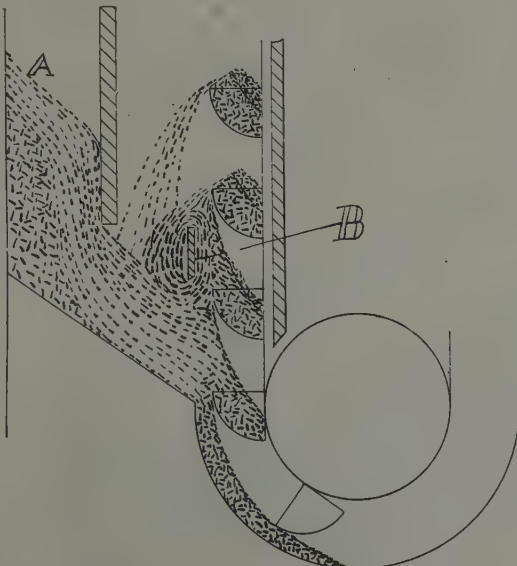
Dimension lumber, such as 2x4 and 2x8 yellow pine, is listed at \$17.00, tho you can buy all you want for \$15.00. It was listed in 1907 for \$23.50.

Shingles are about \$1.00 cheaper than at this time last year. All these prices for shipments east of the Mississippi should be 50c per thousand cheaper.

While these prices quoted relatively show the difference in cost of construction timbers and yellow pine used in building elevators, they do not represent the actual prices by any means. Large dealers in Chicago have been known within the last two weeks to sell millions of feet for less than it actually costs, presumably to keep business moving. The prices given herewith are probably 10% to 15% above prices at which sales of lumber are being made.

Grain dealers in making their purchases should not overlook the fact that local country dealers are buying much cheaper, but in most instances are retailing at same prices as last year.

Copying the British patent law amendment, requiring patents to be worked in that country, it is proposed that the United States enact a law requiring patented articles to be manufactured in this country.



Space Buckets so as to Fill to Capacity.

Wagon Scale Foundations.

BY H. A. FOSS, CHICAGO BOARD OF TRADE
WEIGHMASTER.

The foundation is to the wagon scale what the constitution is to the man. The accuracy of all scales is dependent upon a solid and well maintained foundation. The best of scales will get out of order as readily as inferior ones if not provided with good foundations. Bad foundations cause ninety

per cent of the trouble with wagon and track scales. It is therefore imperative in setting up a scale, whether it be wagon, track or hopper, that this receive the first consideration.

A foundation set on a few timbers placed in the bottom of a sand hole will not withstand the strain that scales are subjected to and will soon show that construction of this sort is unreliable and ultimately costly. Wooden foundations should not be placed under wagon or track scales,

but stone, hard brick or concrete should always be used. Illustrated herewith are dependable foundations for wagon scales. The first one is made of rubble stone of large size and should outlast the scale. The next illustration shows a rubble stone foundation with extra heavy foundation and platform timbers, the former being grouted in good cement. The third shows a scale foundation made of concrete and this, if properly constructed, is as good or better than any other, but con-

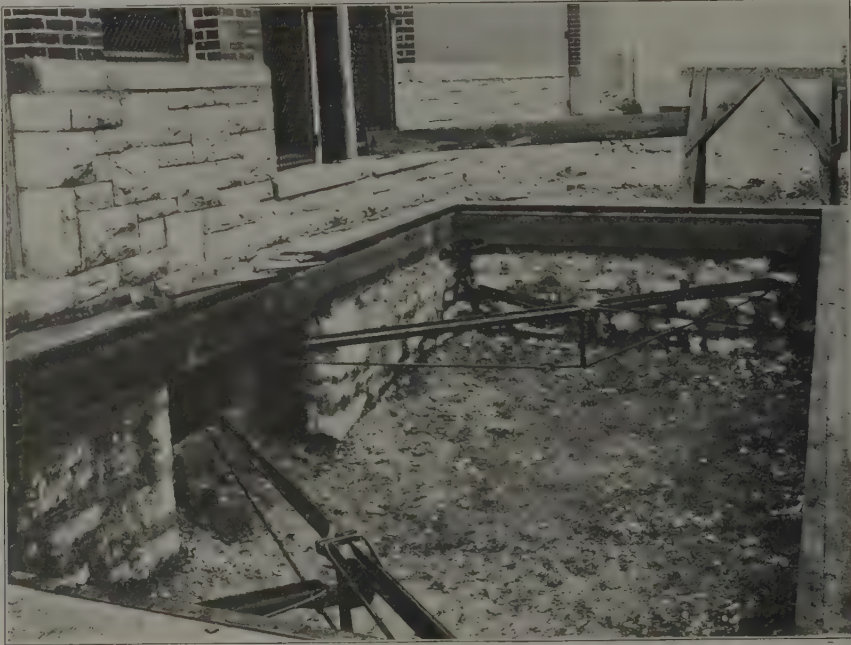


Fig. 1. Rubble Stone Foundation for Wagon Scales.

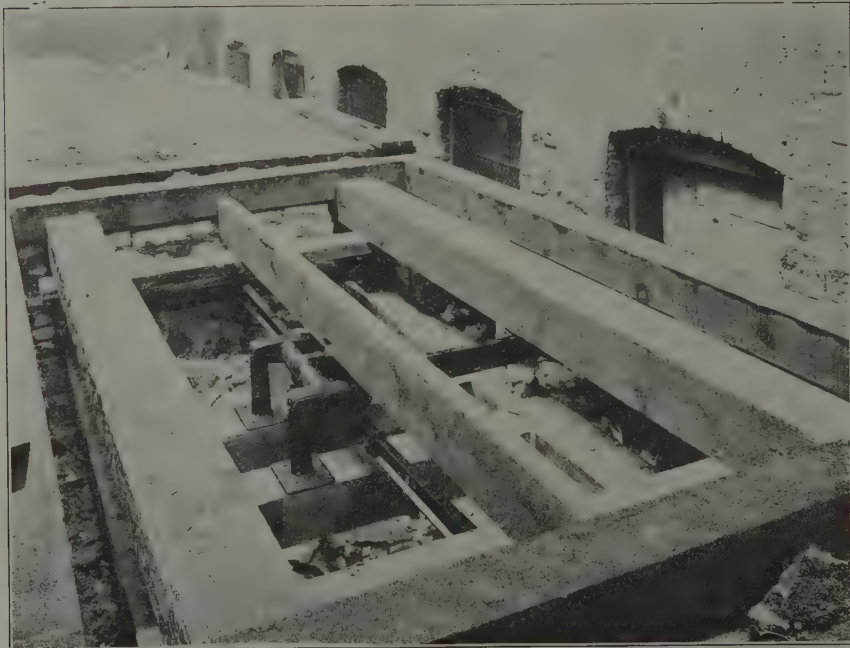


Fig. 2. Rubble Stone Foundation with Extra Heavy Timbers.

crete, like some other things, will not give satisfaction unless it is properly made. The making of concrete should always be watched by the owner and to incite inspection by him, we follow here with a formula obtained from competent authority:

CONCRETE FORMULA—Only the best brands of Portland Cement should be used for these purposes and the proportions should be one part of cement, three parts of good clean sand and five parts of stone broken small enough to pass through a two inch screen (the stone should be free from dust, but with the small particles that come from the crusher left in). In preparing concrete, the sand and broken stone should be well sprinkled before mixture (it is best if washed immediately before using). The cement, sand and broken stone are then mixed together with enough water to form a pasty matrix, the whole being worked over and thoroughly mixed, after which it should be placed in position and well tamped. For extra large scales, it is best not to have the layers very thick, sufficient time should be allowed for each to set, and the surface of each layer should be left rough to form a better bond with the succeeding one. In estimating on con-

crete, it is necessary to figure about as much broken stone as there are cubic yards of concrete. The voids in the broken stone are about one-half the bulk, which space in good work is practically just filled by the mortar (sand and cement), the sand filling the voids in the broken stone and the cement filling the voids in the sand. All the timbers should be grouted in cement and the top of the foundation should be covered with a finishing coat of equal parts cement and sand; the latter should be applied before the body of the concrete becomes dry.

DRAIN—Reverting to the illustration of concrete foundation, special attention is called to the drain, as it is a better illustration of a proper drain than any other shown. A properly drained pit is one of the most essential points to the preservation and successful working of a wagon or track scale and upon it, more than any other thing, depends the life of the scale and more particularly the country wagon scale, as without drains the pits are simply muck holes.

PITS—Damp pits not only tend to rot out the scale foundation, but are a continual source of vapors that rust the bearings and iron portions of the mechanism and reduce the accuracy of the scale.

Rust is the most general and fatal of scale diseases and is no respecter of quality. The output of the high priced and standard makers is ruined by it as soon as the inferior and less accurate.

Wagon scales are frequently located at the lower end of an incline where there is a natural drainage into the pit. This should be most carefully prevented by a trench or drain at the bottom of the incline outside of the scale frame, as is illustrated herewith, Fig. 4. The best results, however, are obtained on wagon scales where the approaches are level with the platform, as, with the horses standing up or down hill, there is more or less of a pull.

Either in the platform or adjoining it there should be a manhole to permit the cleaning of any accumulation in the pit that might harbor moisture and interfere with the working of the parts. Snow and ice are particularly troublesome. A few minutes each week or month used in keeping your scale pits clean is time well spent.

Platforms should have not less than one-half inch clearing all around, as indicated by C in Fig. 4. Such clearance should be watched with especial care at times when frost expands and crowds in the surrounding soil and tends to displace the outside frame. This clear space must always be kept open.

All that has been said in reference to foundations, pits and drains of wagon scales applies with equal force to track scales. Track scales, however, are harder to drain on account of being longer and consequently need more or larger drains.

Hop growing has decayed in England since 1895. In 1878 there were 71,789 acres under hops, and in 1907 44,938. The average importation of hops increased from 79,992 hundredweight (hundredweight=112 pounds) in 1866 to 202,524 hundredweight in 1907, and have been as high as 262,537 on an average for ten years. It is stated that the cost of production in the United Kingdom has increased per acre during the last fifty years and that brewers could do without British hops by importing.

Charges having been made in a farmers co-operative journal that the grain dealers ass'n had requested a Milwaukee receiver to discriminate against farmers shipments by making fictitious account sales a circular has been sent out giving the correct testimony before the Interstate Commerce Commission at Milwaukee that the receiver in question never did get any such request from any grain dealers ass'n, nor from the sec'y of the ass'n against which the false charges are continually directed.

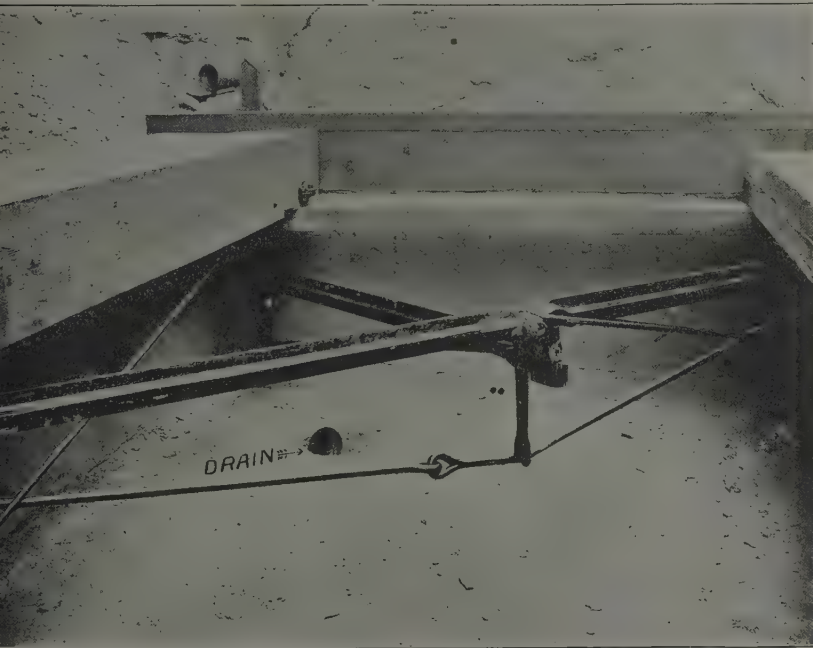


Fig. 3. Concrete Foundation with Good Drain.

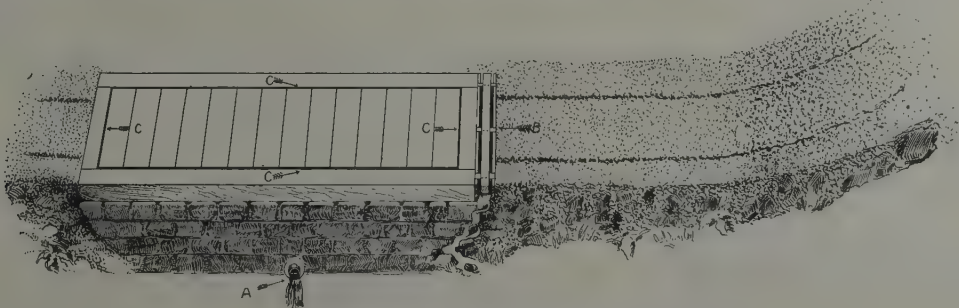


Fig. 4. A-Drain Pipe, Bottom of Pit; B-Drain for Incline.

Dry Rot of Corn.

The University of Illinois Agricultural Experiment Station has just issued a circular on the Dry Rot of Corn, from which we take the following:

The so-called "dry-rot" of ear corn, which has long been recognized, owes its name to the manner in which the ear is affected in the field. In general the husks tend to turn prematurely yellow to sooty, and the ear becomes partially or wholly shriveled and much decreased in weight. Sometimes the ears remain upright with the husks closely adhering to them. In other cases the shanks are weakened and the affected ears hang limp from their attachment, or the diseased condition may not be detected until the husk is removed.

These diseases, appearing in more or less severity year after year, have become of sufficient economic importance during the past four or five years to cause general concern among farmers. In 1906, the year in which there was the greatest amount of dry rot, so far as any records have been made, the loss was 4.5 per cent of the entire crop in Illinois. This represents a loss of over 15,000,000 bus., having a value of more than \$5,000,000. The loss in 1907 was less than 2 per cent of the crop, or about \$2,000,000.

The most common of these dry rot diseases and the one which during the past two seasons has caused about 90 per cent of the damage is due to a fungus known as *Diplodia maydis* Sacc. The infected ears shrivel up more or less, darken in color, and become light in weight. The kernels are also shriveled, very brittle and loosely attached to the cob. The fungus penetrates all portions of the ear,

kernels, cob, and husks, and produces many dark brown, two-celled spores which serve to propagate the fungus.

There are several other forms of dry rot which are less important but cause considerable damage which seems to be on the increase. These are also due to fungi and belong, for the most part, to the genus *Fusarium*—members of which cause serious damage to quite a number of our important cultivated plants.

The fungus does not, according to present knowledge, grow upon any other host, and upon developing corn only on the ears. Not so much is known of the other fungi here concerned, but since 90 per cent of the rot is due to *Diplodia*, less attention need be given to them. Diseased ears are fruitful sources of subsequent infection and should be removed as promptly as possible. This can be readily done, at the time of husking if not before. Keep them in a separate receptacle and burn them as soon as practicable. In addition to this, in fields where any considerable amount of disease has been found, the stalks should also have attention, whatever crop is to follow. Something may be gained by carefully plowing them under and leaving them well covered, but burning may be required even if this is otherwise bad procedure. Such a field should not be replanted to corn for at least two years.

Ferdinand Schumacher, the oatmeal king of America, died recently at Akron, O., comparatively poor.

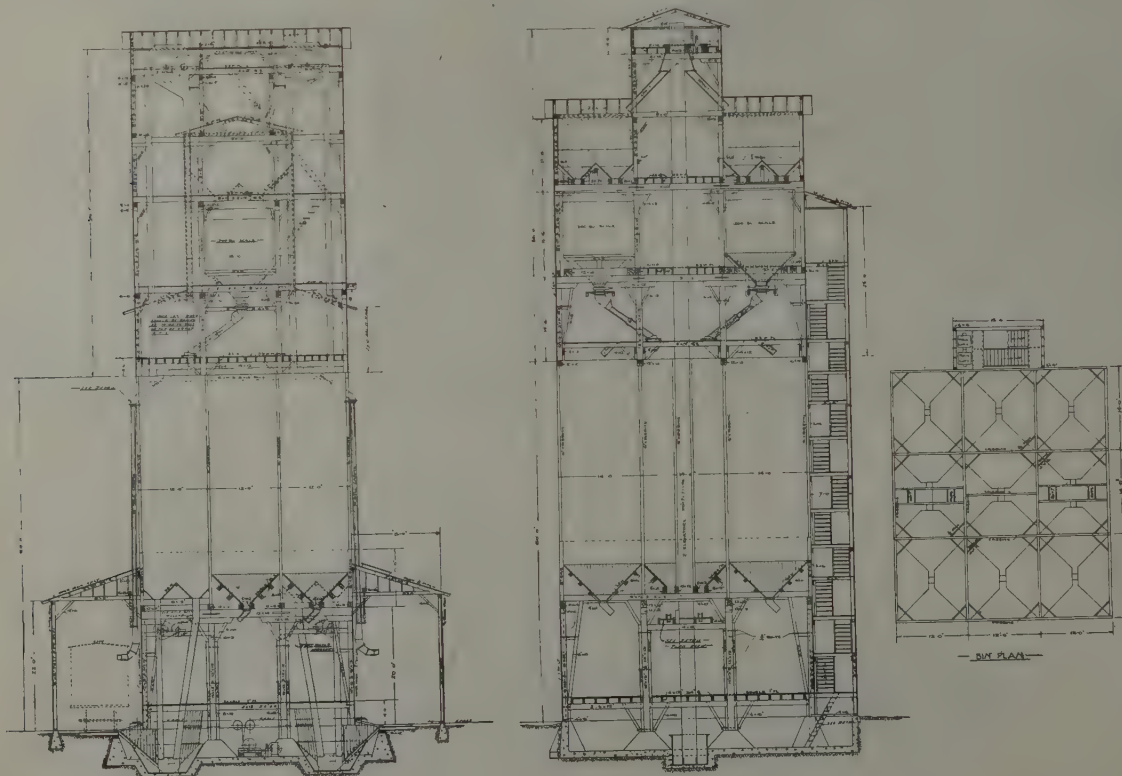
The fight between the Corn Products Refining Co. and the American Maize Products Co. is said to have ended, and the latter has withdrawn its cut prices on glucose.

New Transfer Elevator at Madison, Ill.

Madison Ill., is but four miles from East St. Louis, where is located the yards of the Toledo, St. Louis & Western R. R., commonly known as the Clover Leaf Route. Last year a modern transfer elevator was erected at this point for the railroad company by the Burrell Engineering & Construction Co. and for a time it was operated by the Miller Grain Co. of St. Louis. In September it was burned to the ground and the railroad company immediately contracted with the Burrell Co. to rebuild the house. The heavy concrete foundation and basement were but slightly damaged by the fire. The foundation is 36x42 ft.

The first story or working floor is 22 ft. high, and is joined on either side by a car shed containing one track and receiving pit. A heavy 10 car worm gear car puller in the basement is used for moving cars on either side of the house. Burrell Automatic Grain Shovels are used in unloading cars and bifurcated spouts are used at the ends of the shipping spouts on each side of the house for loading cars. Eight and six inch cribbing were used in the construction of the bins. The four story cupola rises 56 ft. above top of bins to eaves of cupola, making the house 116 ft. high.

Grain is elevated to cupola by means of two legs having 20x7 inch cups, and spouted from elevator heads to either of two garner. Below each of the garner is a 1,200 bu. hopper scale. By means of telescoping trolley spouts on distributing floor below hoppers grain can be diverted to any of the bins or direct to either of



Plan of New Transfer Elevator of T. St. L. & W. R. R. at Madison, Ill.

the shipping spouts which are made of 10 inch wall casing.

Little storage has been provided because the house is designed to be used only in transferring grain from cars of western roads to those of the T., St. L. & W. R. R. A stair well at one end of the building also contains a Burrell Man Lift. Power is obtained by means of three 25 H.P. and two 7½ H.P. electric motors, the power being taken from motors by means of Renold Silent Tooth Chains.

The Grain Market in a Morocco Seaport.

At the first glance one of the big grain "stores" on a busy day gives the impression of a simple, primitive style of business. Singly, or in groups, camels, each with four or five hundred-weight of grain in the palmetto sacks which they carry, swing slowly into the open yards, and, at a word from the driver and a tap from his stick at the back of the foreleg, drop to their knees with a smash which ought to break every bone in the knee joint, and grumble furiously till the loads are rolled from their backs.

Before breakfast several hundred camels may have reached one store, and half a dozen loud-voiced measurers, scooping at the grain as hard as they can, seem to make little impression on the little hills of variously colored grain through which camels and men have to thread their way.

This bringing of grain in such profusion into the "stores" seems a simple enough business, but to secure the supply requires considerable organization. Each merchant, for instance, is at the head of a large number, perhaps fifty or more, of "protected" Moors. These men are officially recognized as his agents, and are to some extent secure from the oppression of the Moorish government. Many of them live in places fifty or a hundred miles distant from the coast, and are often the most influential men in the tribes to which they belong. Trading, sometimes with their own money, sometimes with money or goods supplied by the merchant who "protects" them, they act as channels through which produce, often from remote places, is conveyed to the "store" for which they work, and in

return they look to the merchant who employs them for help in all their troubles, legal, political and financial.

Only a man of considerable personal influence and knowledge of the country can obtain the best men for his agents, and these will only do good work so long as the prestige of their employer, and his power to render them efficient help in their troubles, remain undiminished.—*Living Age.*

Lacing a Belt.

One good method of lacing a belt is to punch the holes in two rows and zig zag, thus a six-inch belt would have seven holes, four nearest the end. The first row should be about three-quarters of an inch from the end of the belt and about the same from the sides. On larger belts the distance would be somewhat increased.

Begin the lacing in the center of the belt and lace both ways; keep the ends of the belt in line and the tension of both ends of the lace the same. The lacing should not be crossed on the side of the belt that runs next to the pulley, so that the lacing on that side will be parallel with the edges of the belt, while on the other side it will be at an angle.



New 30,000 Bu. Elevator at Farwell, Nebr.

A Modern Nebraska Elevator.

The 25,000-bu. elevator illustrated herewith was erected recently for the Farmers Co-operative Grain and Supply Co., at Farwell, Howard Co., Neb., on the Chicago Burlington & Quincy R. R., by W. H. Cramer.

The elevator is studded 31x34 ft. x 65 ft. high, with the drive way running thru the house. The office and engine-room are attached 12x28x10 ft. The plant is of heavy frame work placed on an immense concrete foundation, and is covered with heavy galvanized iron both roof and sides. The dump pits are hoppers with cement and concrete and have a capacity of 1,200 bu. They are everlasting and rat proof, as also is the floor of the basement.

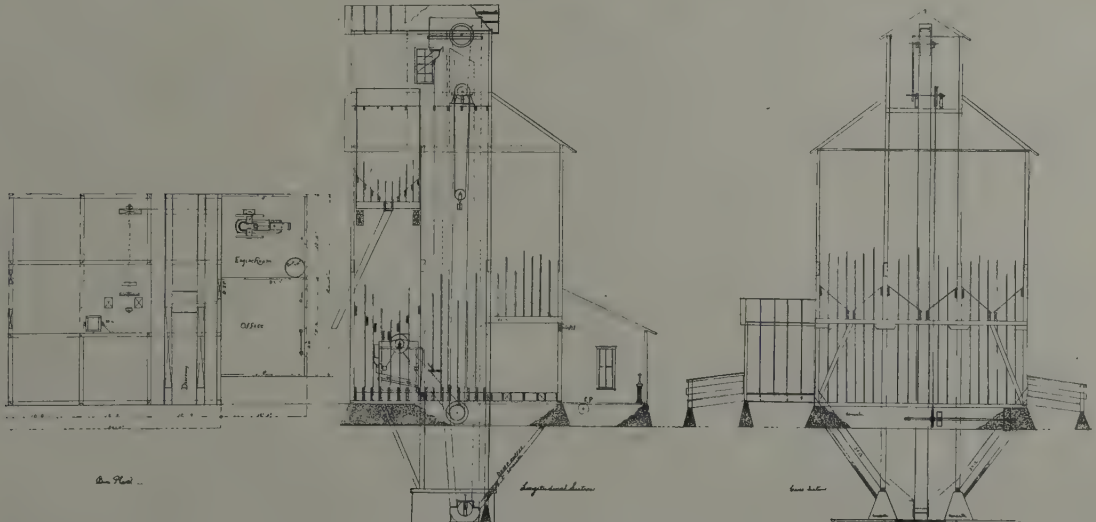
The plant is equipped with a 10 h.p. gasoline engine which drives a friction clutch on line shaft just below work floor. From this shaft the cleaner is driven direct. One stand of elevators with 6x11 cups is driven by rope transmission. All steel spouting is used at the head of elevator, also steel direct-spout from 500-bu. hopper scale to car.

A man-lift makes it easy to reach the cupola without much effort. A Barnard & Leas Cleaner is placed on the work floor, and grain can be drawn from side bins as well as overhead storage to cleaner. A large cleaner pit below the cleaner hoppers with concrete holds 1,000 bu.

The 5-ton Compound Beam Wagon Scale with steel frame placed on a concrete foundation always insures accurate weights. This plant handles grain with very little manual labor, all bins being hoppers, and the owners and operators are said to be highly pleased with it.

The Argentine oats bot by the Quaker Oats Co. and imported thru New York are intended for its Canadian mill. The high duty prevents the use of foreign oats to any great extent in the United States.

Crop conditions in the German Empire were estimated by that government to have been 80 per cent for wheat and 78 per cent for rye on Apr. 15, against 82 and 84 per cent respectively on Nov. 15, and 66 and 72 per cent a year ago.



Plan of a New 25,000 Bu. Nebraska Elevator.

Future Trading Necessary To the Grain Trade

By GEO. F. STONE, Sec'y Chicago Board of Trade

There seems to be a general and widespread disposition to criticize business methods throughout the realm of financial and commercial activity; and notwithstanding much of that criticism is inconsiderate, ignorant and eruptive, I by no means deprecate such criticism.

I rejoice in all that has been done in the purification of corporations, and for insistence upon individual integrity and a lofty and loyal citizenship among all classes. No man shall be exempt from wrong doing; and those who are charged with great responsibilities, and are in positions of trust, and who in a special sense enjoy public confidence, are held and must be held to strictest accountability. The laws which are made for the public welfare, and to which individual liberty must always be subordinated, must be obeyed; the very least must feel their care, while the greatest should not be exempt from their power.

The President has stood like a rock against corruption, corporate and individual; and has, in my view, done more to secure and maintain a lofty and worthy citizenship than the present generation can realize. In spite of carping criticism, the future historian will place the name of Theodore Roosevelt among the names of our great presidents.

The late severe stringency in financial circles beginning in New York followed by a marked decline in stocks and a widespread distrust in securities and undermining confidence in business, furnishes a strong argument in favor of future trading; of its sound and conservative character, of the steadiness which it imparts to values. Our grain exchanges were unaffected by this stringency and demoralization; they stood as a bulwark against the storm, and as a consequence prices were soon steadied and gradually confidence was restored. The method of handling the crops saved the country from general bankruptcy. Collateral receipts for grain stored in great primary markets were notwithstanding resulting disturbances, instantly available at fair market prices; indeed they were the only collateral held by our banking institutions that was not shaken or impaired.

The tangible assets of the United States are not in Wall street; they are found in our agricultural resources made constantly available at fair prices, and not subject to violent fluctuations in values, under the operation of the system of buying and selling for future delivery.

Buying and Selling for Future Delivery as applied especially to grain, and as practiced upon and safeguarded by the rules of the grain exchanges located in our great primary markets, was devised solely in the interest of the farmer and interior grain buyer. It was not a scheme that in any sense was for upon the country; it was framed in response to the urgent demand of the farmer, merchant and banker throughout the Mississippi Valley; it provides for the economical marketing of the chief grain crops of the West; it creates and maintains a broad, active and constant market for the sale of grain and provisions, independent of an immediate, actual, existing consumptive demand; it was an evolution, and grew naturally, gradually, and inevitably out of the pressing necessities arising from the rapid growth of a vast fertile area, whose teeming products awaited facilities for ready and constant sale at prices just to seller and buyer, to producer and consumer, and without any unfair advantage to either the capitalist or merchant on the one hand, or the farmer or country dealer on the other.

This System Provides for the instant conversion into cash, at fair prices, of an enormous volume of grain, cotton, etc., regardless of the volume offered and altogether independent of the restrictions and limitations of a present consumptive demand. It has brought into existence the chief grain markets of the world. Without it the great West could not have been so fully developed and the Mississippi Valley states would not have been so quickly formed. It provides the agriculturist with ready money, which in turn finds its way through the country store to wholesale merchants in great centers of trade, and more than any other measure keeps the complicated machinery of business harmonious activity. This ready money circulates without interruption through the

arteries of our far-reaching commercial and industrial life, sustaining, in a large degree, our wholesale trade in all departments of business.

Under the operation of this system the great crops are moved and realized upon and a ready and fair market is secured, regardless of the volume offered and without depreciation of values. It has created a constant demand from the great grain markets of the world; it permits the farmer and grain dealer to sell, whenever prompted to do so either by his interest or necessity, without compelling him to make immediate shipment; it distributes grain when and where it is wanted; it is a servant of the law of supply and demand and cannot swerve from its fidelity to that law.

This System Brings to the knowledge of the grain dealer and farmer, all facts from the great grain markets of the world, which are necessary for them to know in order to arrive at the intrinsic value of grain as measured by the supply, and the whole supply; the demand, and the whole demand, the world over and the year through. At the time of harvest when receipts are inevitably larger than the demand, without this system the seller would be at the mercy of the capitalistic buyer. This is too manifest to require argument. The system of buying and selling for future delivery steps in at this juncture and says to the monopolist and capitalist, keep your hands off and not take advantage, to the detriment of the producer, of abnormal and exceptional conditions.

This System is purely in the interest of the people,—the buyer and seller, producer and consumer alike. Under its operation, all information concerning the movement of grain and the markets of the world, is placed without discrimination, at the service of the producer, and primarily in the interest of any person either the buyer or seller, but in the interest of justice and of arriving at a fair price, which price in a surplus wheat producing country can only be arrived at in view of the world's food supply and the world's food needs.

Per Contra, the prospective supply is likewise brought into the market as a present factor, which with the prospective demand fixes the proper values of the chief grain crops. The farmer and grain dealer by means of these and corresponding facts, which only an intelligent and intense competition reveals, is made acquainted with the determining factors of the world's markets, and without which knowledge he would be unable to decide intelligently when and at what price he will part with his holdings, but he is kept informed at the expense of Boards of Trade of the correct answers to all those inquiries which are suggested in placing true values upon his grain.

All this information reflects the judgment upon the business outlook, of the great merchants of the world whose interests compel them to a studious consideration of the world's food supply and of the world's food requirements.

The Only Option Feature in the system which we are considering is the right to deliver at any time during the month for which the sale was made, the obligation all the while existing to deliver the actual property sold during the month when it was agreed to make the delivery of such property.

While it is true that traders in all departments of business indulge in speculation to an extent not warranted by their financial strength, it is too late, in view of what has been accomplished, to deprecate speculation in its proper sense, as an element in mercantile life. It has uncovered resources; it has stimulated a laudable enterprise; it has created values; it has quickened industries; promoted intelligence, awakened ambition, augmented the comforts of life; it has introduced delicacies and luxuries into the life of the masses and development to human character; it has constructed railroads, discovered continents, and brought together in bonds of

fellowship the nations of the world; it is aggressive, courageous, intelligent, and belongs to the strongest and ablest of the race; it grapples undismayed with possibilities; it is broad, frank, generous; it belongs to the most enlightened influences of the century, and more than anything else has brought about its triumphs; it spreads valuable information, statistical and otherwise, upon the commercial bulletins of the world, that all may know the conditions and factors which enter into the proper determination of values, and the intelligent transaction of business in farm products; it developed the great West, which is the basis of the Nation's prosperity and the impelling and sustaining commercial power of the continent. Whenever this kind of speculation is denounced, it is misunderstood, and it is often decried by those who unconsciously share its benefactions.

An investment of money made upon a blind chance is wholly pernicious and defies every principle of mercantile honor as well as the laws of the land.

Mr. Justice Holmes, of the United States Supreme Court, says that people will endeavor to forecast the future and to make agreements according to their prophecy. Speculation of this kind by competent men is the self-adjustment of society to the probable. Its value is well known as a means of avoiding or mitigating catastrophes, equalizing prices and providing for periods of want. It is true that the success of the strong induces attempts at a weak, and that incompetent persons bring themselves to ruin by undertaking to speculate in their turn. But legislators and courts generally have recognized that the natural evolutions of a complex society are to be touched only with a very cautious hand, and that such coarse attempts at a remedy for the waste incident to every social function as a simple prohibition and laws to stop its being are harmful and vain.

The Prejudice Against buying and selling grain is not a new one. Lord Kenyon, two hundred years ago, held that speculation in breadstuffs was against public policy and immoral, but soon thereafter this decision of his Lordship was relegated to the limbo of overruled cases.

Short Selling: The doctrine laid down by John Stuart Mill is corroborated and emphasized by experience, viz: "When speculation in a commodity proves profitable, it is because in the interval between buying and reselling the price rises from some cause independent of the speculators, their only connection with it consisting in having foreseen it." The converse of this is also true, that when speculation in a commodity proves profitable to the short seller, it is because in the interval between selling for delivery at a future time, and buying in order to deliver, the price declines from some cause independent of the speculators, their only connection with that decline consisting in having foreseen it and in having exercised a sagacity, intelligence and courage with reference to it not exercised by the majority of the speculators. It is not in any sense held in abeyance the governing laws of supply and demand, much less annul it; they simply, by virtue of a quicker intelligence than is exercised by others, detect and interpret that law and receive their legitimate reward. In short, they put themselves in harmony with that law and the law governs them, they not controlling the law. The law is irresistible and if they are not conforming to its mandates, they must pay the penalty. If they correctly forecast the future, they must be benefited thereby.

If, on the other hand, they misinterpret that law, they suffer. The speculator's safety and profit lie in working along the line of its declarations and in reading those declarations in advance of the multitude; and when he has thus divined them, it is in bad taste for the multitude to cry out against him. He is entitled to the fruits of his ability, and he must and does bear the consequences of his inability.

Legislative Acts and Congressional fiat can not nullify the legitimate effect of a volume of supply upon prices, or prevent a man from realizing the fruits of his own sagacity in forecasting the effect of that supply upon the market. The great law of supply and demand is not only greater than the speculator but it is beyond the control of the Congress of the United States.

No man, no edict of a tribunal, legislative or judicial, can prevent one man from stipulating with another to deliver a bushel of wheat, a pound of sugar, a bag of gold, or any other article agreed upon, on a certain date or during a specified month; nor can any power exempt a seller from liability for the non-fulfillment of the

terms of any such stipulation. The seller is held, and must be held, to the performance of his contract and to the delivery of merchandise or any property upon such terms, and at or within such a time as may have been agreed upon by the contracting parties.

The Right to Make Such a Contract is an inalienable one. A man possesses the right to agree to deliver any property at such time and price as may be agreed upon, whether at the time of making such agreement he is in possession of the property or not, and whether or not he may have bought such property under the same terms which attach to his own sale of such property; that property may be wheat, a house, an engine, a railway car or a government building. The buyer and seller must not be interfered with except when the seller refuses to deliver, or the buyer refuses to pay, according to the terms of the contract. Under no other conditions than these can they be interfered with, though legislators may essay to do so.

Judge McPherson, of the U. S. Circuit Court, says: "The law of contract, the right of contract, is one of the greatest rights that we have in this country. It is a great constitutional right, and the words referred to in our Constitution, where we are all given the right of liberty, do not mean simply keeping us out of jail. Another kind of liberty is just as sacred as keeping out of jail, and that is the liberty to make contracts just as we please. I have the right to make any kind of contract with you men, about anything, with such exceptions as are for the public good. No man has the right to make a law, that I shall not purchase real estate or buy wheat; not only that, but I have the right to make contracts for future transactions and just as legitimately as contracts for immediate consummation. You can see that we could not do business in this country if we were limited to making contracts for immediate execution. I have a perfect right to go out into the country and buy hogs, grain or cattle, to be delivered to me next week or next month or next year, and that is a valid contract and a right that can never be taken away from me."

Into the Domain of Individual and commercial constitutional rights, restrictive law shall not enter. If proposed legislation should be enacted, instead of having prices of wheat, corn, oats and provisions made in our great primary markets, whose interests are identical with the interests of American agriculture, they would be made in Liverpool, London or some other foreign market. Is it not enough to have our agricultural products carried to foreign markets under foreign flags, enriching foreign nations, without having the value of these

important products determined in foreign and in buying countries? It is through the agency and instrumentality of the great grain exchanges of our country that the system of buying and selling grain for future delivery is put into operation, abundantly safeguarded by the rules and regulations of such commercial organizations.

Boards of Trade marshal the forces of individual capacity, the resources of the field and of the mine; they call forth for the common welfare the latent forces of mind and matter; they study and solve the problems presented by a keen and educated competition; they minimize the risks of business transactions; they inculcate the principles of justice and equity in trade; they collect and disseminate valuable commercial and economic information, and generally secure to members the benefits of co-operation in the furtherance of their legitimate pursuits.

No man, no market, no syndicate of merchants under this operation of this system, can withhold or monopolize information concerning the chief grain crops of the country; thus all, from the farmer sowing the seed to the humblest laborer enjoying its fruit, may know the price, supply and demand in every quarter of the globe. The great grain exchanges of the country are not in the slightest degree monopolistic; they spread all information gathered from the four winds of heaven upon their bulletins, and send that information broadcast throughout the land and throughout the world; they encourage and not hinder the healthful play of the forces of competition.

A Feature of This Business, which is an important one in this discussion, as it bears upon a criticism frequently heard, is that the aggregate sales of grain per annum, for instance in the Chicago market, is largely in excess of the volume of the annual receipts. Let me explain:—In nearly all of the great grain producing states from Minnesota on the north to Kansas on the south, are scattered throughout the country a great number of elevators in which are stored thousands of bushels of grain "hedged" at Chicago; that is sold for future delivery at a price that affords the merchant a reasonable profit. Some of that grain is shipped to Chicago in the fulfillment of sales, but a great deal is sent elsewhere as the demand and the condition of the market may bring such a disposition about. For instance, grain in Kansas may be shipped on a sale to Newport News, or Baltimore, or Philadelphia, or New Orleans; that grain being all sold on the market in Chicago for future delivery, is bought in on this market so as to keep the accounts square and to insure against loss.

European Buyer buys hundreds of thousands of bushels of grain! he does not wish to take the risk of the market between the

time of its purchase and the time of its arrival at the port of destination so he sells an equal amount on the Chicago market. When the European importer receives his grain, if the market has declined, he makes on his sale in Chicago of the same volume of grain, what he loses on his shipment when that shipment arrives at destination. If on the other hand, he loses by an advance in the market on his Chicago sale, he makes it up in the corresponding advance realized on his shipments at port of arrival.

We might multiply these instances indefinitely, but at your leisure you can carry them out and perceive how extensive, how far-reaching are such transactions, and that they are of a perfectly legitimate and conservative character.

A Bucket Shop is a pretense; it pretends to transact business, when in fact it exercises no commercial function and is devoid of every commercial feature; it is a deliberately premeditated organized fraud. It charges for a service when no service is performed; it merely weaves its web and watches for its victims. It is a gambling contrivance pure and simple. It is thoroughly demoralizing to industrial and mercantile life; it pollutes everything it touches and taints everybody with whom it is in any manner identified. It is insidiously pernicious and undermining, and is at war with every legitimate industry and every principle of mercantile life. It is a scheme for betting upon quotations under the flimsy guise of commercial transactions. A bucket shop takes one side of the bet and its customer the other side. If the customer wins, the Bucket Shop must lose. If the Bucket Shop makes money, it must follow that the customers lose money. To put it in another way, it is for the interest of the Bucket Shop proprietor that his customers lose money. It is for the interest of legitimate merchants that their customers make money. The profits of the Bucket Shop are derived from the losses of their infatuated customers. The impoverishment of their customers means the wealth of the Bucket Shop; and yet, strange to say, knowing this, their patrons eagerly enter the unequal contest.

In Contradistinction from the Bucket Shop, stand legitimate commercial exchanges or boards of trade.

The commercial exchange has no personal or corporate interest to promote. Its prosperity is and always must be in proportion as it fosters the general welfare, and as it extends and multiplies commercial transactions upon the basis of maintaining a fair compensation for labor, mental and physical,—in the field, shop and market. Its obvious interest is that which attaches to great public service, and to the service by the inexorable call of a constant public necessity.

Grain Distributor.

The belt-conveyor distributor illustrated in the engravings herewith is designed to deliver grain at any point in two opposite directions from the discharge of elevator head.

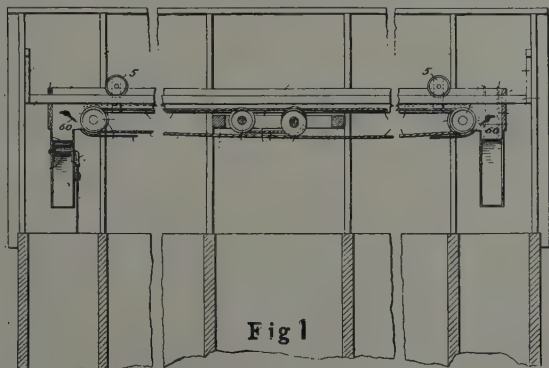
Besides reversing the direction of travel of the belt the operator can shift the entire conveyor carriage over bins at other end of the house.

In the engravings herewith Fig. 1 is a side view and Fig. 2 a top view of the same belt. Tracks, 9, are suspended

longitudinally and centrally of the building by rods fastened to the roof rafters, and carry the wheels, 5, supporting the conveyor frame. At opposite ends of the belt are two pulleys having their shafts extended thro the frame at one side for the reception of the grooved pulley of the rope drive. At each end of the belt is a bifurcated discharge spout having a valve at the bifurcation to thro the grain either way and controlled by ropes from the working floor.

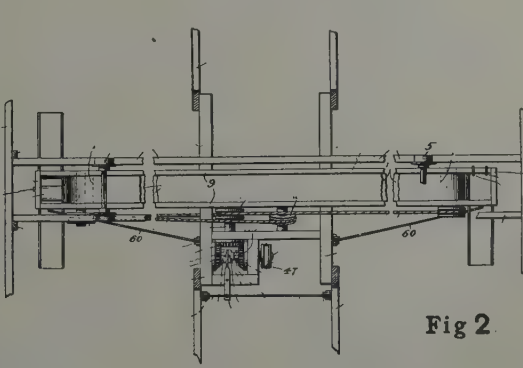
The shifting of the conveyor carriage is effected by the ropes, 60, passing over pulleys down to the working floor.

The belt-driving wheel, 47, turns always in one direction, the reversal of the belt being effected by shifting a sleeve on its shaft into engagement with either of the two beveled pinions, as controlled by ropes running down to the working floor. For this invention letters patent No. 883,801 have been granted to Henry P. Harpstrite, Maroa, Ill.



Top View.

Belt Conveyor Distributor



Side View.

Want 20% Extra for Guaranteeing Delivery.

There seems to be a determined effort on the part of Northwestern roads to force shippers to assume liability for loss of grain in transfer where old freight rates are used, and to charge 20% extra where carrier is asked to or required to assume liability for safe delivery at destination. This seems to be in conflict with Section 20 of the Interstate Commerce Law, and surely does violence to past practice and custom. Only those flax shippers who suffer shortages heavy enough to induce them to enter claim for loss discover the change in freight rates. The carrier does not call their attention to amended tariffs until they ask it to make good their loss.

It is much the same extortion the Trunk Line railroads have been striving for years to force upon shippers, who wanted their grain delivered at destination or paid for. The Northwestern railroads are not entitled to an extra 20% for guaranteeing delivery of flax and it behooves shippers to make a strong stand against this latest exaction.

So much pressure was brot to bear upon the Northern Pacific last month by flax shippers along its line that it promised to abolish the 20% charge, and in lieu thereof insist that flax be shipped at owner's risk. The shippers were able to show that the road had never paid a claim for flax shortage, hence was not justified in requiring them to donate 20% extra to its exchequer. If the railroads are permitted to establish the rule so far as it relates to flax, they will lose no time in extending its operation to shipments of other grain.

Being somewhat interested in this subject the Tri-State Grain Dealers Ass'n recently obtained the following legal opinion from M. E. Dodge bearing on the liability of railroads where the shipper accepts the lower of two rates, which, according to the rules of the Railway Co., releases them from liability in case of loss by leakage:

Answering your favor of the 1st inst., requesting a written opinion regarding the liability of the Great Northern Ry. Co. for shortage on car of flax shipped from Cray, N. D., to Superior, Wis., I understand from the correspondence and from your letter, that the shortage was due to the negligence of the company in not providing a suitable car and the consequent loss by leakage of flax shipments in transit.

Assuming these to be the facts, I will refer you to the law bearing upon and settling the question involved, to-wit:

"A common carrier may, by special contract, limit his common law liability, but he cannot stipulate for exemption from the consequences of his own negligence or that of his servants." *New Jersey Steam Navigation Co. vs. Merchants Bank of Boston*, 47 U. S. 344. *York Mfg. Co. vs. Illinois Central R. R. Co.*, 70 U. S. 107. *New York Central R. R. Co. vs. Lockwood*, 84 U. S. 327. *Southern Exp. Co. vs. Calvein*, 88 U. S. 21. *Wall*, 264. *Bank of Kentucky vs. Adams Exp. Co.*, 93 U. S. 174. *Grand Trunk R. R. Co. vs. Stevens*, 95 U. S. 655.

The only exception to this rule is where the shipper stipulates that the property is of a certain value, as, for instance, that a horse is worth \$100, or a bushel or any number of bushels of grain, of any kind are worth a certain amount.

When it is settled that "altho the loss did occur from the negligence of the defendant, the agreement as to the value of the property on that ground is binding," the courts hold that

"There is no justice in allowing the shipper to be paid a large value for an article which he has induced the carrier to take at a low rate of freight on the assertion and agreement that its value is a less sum than that claimed after a loss, and that it is just to hold the shipper to his agreement fairly made as to the value,

even where the loss or injury has occurred through the negligence of the carrier. But, if the purpose of the stipulation was merely to limit the amount of the carrier's liability for his negligence, it is invalid." *Alair vs. Northern Pacific R. R. Co.*, 53 Minn. 160.

New Grain Tariffs.

The transfer allowance on grain at Chicago and South Bend, Ind., is covered by the Lake Shore in ICC No. A2265. Transfer thru elevators at Missouri River points is covered by the Missouri Pacific in ICC No. A105. The allowance for transferring grain thru private elevators is canceled by the Norfolk & Western Desp. in Sup 1 to ICC No. A786, effective June 7. The Grand Trunk in ICC No. A1187 grants allowances for transfer at Chicago, Chicago junctions and Milwaukee, effective June 1. On the same date the Lake Erie & Western makes effective an allowance for transfer thru elevators at Paxton and Peoria, Ill., as reported in the *Traffic Bulletin*.

An allowance of the usual $\frac{3}{4}$ cent for elevation is granted by the St. L., K. C. & C. on grain forwarded from St. Louis or within St. Louis switching limits, when for Texas points, effective June 5.

Rules governing the settlement and charge for grain doors are prescribed by the Toledo, St. L. & W. in tariff No. 730, ICC; and by the Mich. Cent. in ICC No. 3419.

Minimum carload weights are corrected by the Missouri Pacific in Amend No. 5 to ICC No. 3995 applying to grain products from Neodesha and Coffeyville, Kan., Joplin and other Missouri points. The same road corrects minimum weights on grain in a tariff No. 7111, Amend 15, effective June 15 and in Amend 9 to ICC No. 5229.

Heated corn is given a rate of 5c by the Ill. Cent. from Christopher to Peoria, Ill., effective June 2 in Sup 23 to ICC No. A6270.

A rate of 6c is made by the C., I. & S. between stations on its line from Chicago, Kankakee, South Bend to Campbell and Danville, Ill., effective in Illinois Apr. 29, in Indiana May 12, and interstate June 1.

A rate of $\frac{4}{5}$ c on grain and grain products is made by the E. J. & E., in ICC No. 859, between Joliet, Brisbane, Frankfort, Learned, Matteson, Chicago Heights, Ill., Dyer, Hartsdale and Griffith, Ind., and South Chicago, Hammond, Indiana Harbor, Whiting and Buffington, effective, state, May 20; interstate, June 2.

New rates from Cleveland to Detroit, Grand Rapids and points in Indiana, Ohio and Penn. are quoted by the New York Central in tariff Sup 1 to ICC No. 2360.

Milling in transit tariffs have been filed by the C., B. & Q. for Winona, Hastings and La Crosse; by the New Haven for Hartford; by the M. & St. L. for points on its line; by the Frisco for points on its line; by the Cumberland Gap for St. Louis and East St. Louis; by the C., M. & St. P. general rules; by the Erie for Chicago district stop over points.

Montevideo and Appleton, Minn., are given a milling in transit rate of $22\frac{1}{2}$ c on wheat from Omaha to Chicago effective June 1.

Sacking of grain at a charge of 2c per 100 lbs. is provided for in Sup 8 to ICC No. 1761 of the Denver & Rio Grande when stopped at any directly intermediate station.

Barley or oat screenings will be accepted by the N., C. & St. L. for shipment on oat expense bills at Nashville and West Nashville according to Amend. 16 to ICC No. 946A.

Books Received

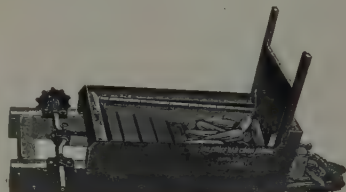
* **STATISTICAL ANNUAL.**—Statistics of the grain and provision trades and crop estimates for very many years back are given in tabular form in the Statistical Annual for the year ending Mar. 1, 1908, by Chas. B. Murray, Cincinnati. Price, 25 cents.

SPLIT LOG DRAG.—Grain dealers who would guide their farmer friends to the easiest and cheapest method of improving earth roads should recommend them to the 14-page pamphlet on the "Use of the Split-Log Drag on Earth Roads," by D. Ward King, just published by the U. S. Dept. of Agri., Washington, D. C., as Farmers Bulletin No. 321.

MARKET RECORD YEAR BOOK.—Very complete statistics of the Minneapolis grain trade, including the opening, high, low and closing quotations each day on the active wheat options, daily receipts and shipments of wheat, annual receipts and shipments of all grains for 21 years, comparative table of Minneapolis and Chicago option markets for 10 years, elevator capacity in different cities, exports and imports and grain statistics of general interest are contained in the Market Record Year Book. Compiled by P. A. Rogers, Minneapolis. Flexible cloth cover; 190 pages.

The Chief Ear Corn Feeder.

The Chief Ear Corn Feeder consists of an oak frame securely bolted together, the joints of the feeder overlapped with metal strips to prevent leakage, and a vibrating pan driven by a pitman, the whole being 5 ft. long, 22 inches wide, 13 inches high. Altho the name signifies only an ear corn feeder, it may be used just as advantageously for feeding any kind of grain.



Many feeders allow the grain to arch over and clog, but the vibrating pan kept in constant agitation prevents grain from choking. The pitman which drives the pan at a rapid rate is fastened underneath, near its front end, and connected to a crank shaft at the rear end of the frame. An eight inch driving sprocket may be used on either side of the machine.

The merit of this feeder, aside from its durability, is the positive push forward it gives to grain being fed. It is manufactured and sold by the National Folding Machine Co., Sidney, O.

We find the Grain Dealers Journal very beneficial to our business in a number of ways.—H. W. Van Dyke & Son, Winfield, Ia.

A model denatured alcohol plant is proposed by Sec'y Wilson for the National Corn Exposition at Omaha in December.

Patents Granted

Grain Loader. No. 885,923. (see cut.) Harry E. Hawkins, Parker, Kan. The grain receptacle is raised to dumping position by block and tackle supported by a frame, while a second block and tackle and winding drum tilt the receptacle to dump.

Manufacture of Conveyor Belting. No. 885,955. (see cut.) Frank Reddaway, Pendleton, Manchester, Eng. The belt is com-

Ill. assignor to Joliet Mfg. Co., Joliet. The feeder consists of a trough and a plurality of independent elevating chains moving longitudinally of the trough, in combination with a transverse rotating shaft arranged on the trough and elevated above the path of the corn, projections mounted on the shaft in planes between each pair of chains and adapted to straighten cross-wise ears, such projections having curved outer edges of gradually increasing diameter, and means for actuating the shaft in a direction contrary to the feed.

Apparatus for Treating Grain. No. 886,887. (see cut.) Claude D. Stephens, Chicago, Ill. The apparatus comprises a sulfur furnace, a mixer consisting of a casing having an opening at its bottom for the introduction of sulfur dioxide fumes and at its top an opening for their withdrawal,

Engine Room Echoes.

When your dry cells are run down, they will not supply a spark, hence you cannot get an explosion even if you try all day.

The pessimists who insisted the automobile would kill the feed trade has forgotten his prediction and is selling more feed than ever.

A monkey wrench is a very handy tool to have in the engine room, but it is very expensive to be too handy in using it about the engine.

It is said upon the authority of an old engine builder that fully 70% of the gasoline engine troubles are due to the carburetor, coil plug or dry cells, so examine these first before blaming the engine.

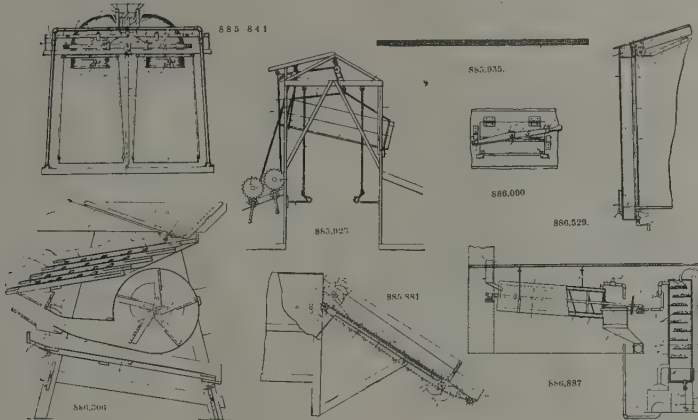
Your gasoline engine must be kept clean and in good running order if you expect satisfactory results. The more complicated the engine the greater the need for keeping all its working parts in ship shape.

Don't take your engine apart with the idea that the Goddess of Luck will enable you to improve on what the manufacturer has done. Read his instructions carefully and be patient, for he knows how the engine is constituted, what it can do and under what conditions.

When an engine mis-fires or starts to act funny look over your electrical apparatus for a broken wire or weak battery. See that the engine is getting the right proportion of gasoline or lubricating oil. Look out for leaky valves and loose bearings. Go over the machinery carefully and locate the difficulty. If you are unable to do this get a competent expert and let him fix it.

To overcome heating, a jacket is cast around the engine cylinder through which water or oil may be circulated to carry away the heat, and regulate it to the most favorable temperature for the working of the engine. Where running water is available, all that is necessary is to connect a pipe to the running water and let it pass slowly around the cylinder walls, not enough to make the engine cold, but just cool enough to allow the proper compression of the gas without firing it too soon. The higher the temperature at which the water can be kept without interfering with the proper compression of the gas the better it will be, for it must be kept in mind that it is the heat that is transformed into work. The great problem is to get the greatest amount of work possible from the heat.

Keep all bright parts on the engine thoroughly cleaned and never allow the engine to become covered with oil unless it is immediately cleaned off. Don't allow the hot water from the supply tank to splash out on the engine and possibly thereby ruin the paint. If the engine is kept clean it will work and look better and make a better impression for the user, and the life of the engine will be lengthened. Also, if at some future time you should desire to trade or sell the present engine for a larger one it will help the sale of it to be in a clean condition, as the prospective buyer will see that you have been careful and painstaking with your engine and the true value will be gotten out of it. On the other hand, if the engine is looking dingy and dirty the buyer will not be nearly as interested, fearing that something may be wrong with it, expecting a break to occur anywhere and at any time since its present owner was careless in looking after the cleanliness of the engine.



posed of cotton canvas duck, woven wholly or partly from cabled yarns cemented together in layers and having a protective surface of rubber or other composition.

Grain Door. No. 886,529. (see cut.) John C. Marxen and John H. Woodward, Avoca, Ia. The door is vertically movable and has its edges seated in rabbets on the inner faces of the doorposts. The bolts which are countersunk in the guide rabbets extend thru the side posts, to which they are clamped by cam levers.

Grain Separator. No. 886,306. (see cut.) Robert J. Owens, Minneapolis, Minn. In combination with a sieve is a flexible apron provided with a series of feed openings extending thru it, the apron being secured at its upper edge and resting freely on the sieve. Means are provided upon the apron for preventing grain from falling directly into the feed openings. A screen is arranged to deliver the grain to the apron.

Grain Door. No. 886,090. (see cut.) Robert D. Stryker, Huron, O. A supplemental door is adapted to close an opening in the main grain door and consists of an upper and lower section, the upper section being hinged at its upper edge of the main door and arranged to swing outwardly therefrom, while the lower section is hinged to the upper section and adapted to fold inwardly upon the upper section. A latch bar is pivoted on the supplemental door.

Grain Weighing and Bagging Machine. No. 885,841. (see cut.) Monroe Davis, Tonkawa, Okla., assignor of 1/2 to O. W. Hutchison, Tonkawa. The framework comprises a base, a pair of inverted U-frames, cross bars connecting the U-frames, a pair of scale beams pivoted near their outer ends on the cross bars, a frame supported from the outer ends of the scale beams, a second frame carried by the first named frame and platforms suspended from the second frame at opposite sides of its center.

Feed Regulator for Corn Shellers. No. 885,881. (see cut.) Wm. J. Steckel, Joliet,

a number of horizontal shelves, a treatment bin, and agitator therefor, means for conducting the fumes from the mixer to the bin and means for conducting the fumes from the bin back to the furnace. The shelves are secured to the opposite sides of the casing alternately to form a zigzag passage. Means are provided for introducing water at the top of the casing.

AN Indiana elevator employee, who recently attempted to shift a moving belt from one pulley to another with the hands instead of the lever provided for that purpose, was whirled to his death by the shafting which caught in his clothing. A State Inspector who reported on the accident declared that it was clearly the result of the deceased's own carelessness. Some men insist upon taking chances even when safety devices are provided for their protection.

MISSOURI railroads it seems have been attempting to devise new charges for the purpose of increasing their revenue, but fortunately for shippers their efforts have promptly been checked by the Railroad Commission, which acting under the advice of the Attorney General, holds that "a charge for car rental made against shippers, consignors or consignees is exorbitant and illegal," and the Commission ordered that effective yesterday all railroad companies doing business in that state should make no charge for car rental on intrastate business. Shippers of other states, who are burdened with similar charges, will no doubt be prompted to take up this matter with their local transportation commission and secure relief. The usual transportation charges which carriers add for switching and demurrage should prove sufficient.

The Freight Rate Meeting at Piqua, O.

One of the most unique meetings in the history of the grain trade was held in Piqua, O., May 1, 1908. Grain dealers from Ohio and Indiana, together with representatives from prominent terminal markets, including experts in traffic problems, were in attendance.

The specific purpose for which the meeting was called proved to be farcical. Yet the meeting itself was a grand success. This rate meeting, instead of provoking civil war between the "favored few" Chicago Board of Trade members and the Ohio and Indiana grain dealers who believed they were getting the worst kind of a rate deal, proved to be a rate fest, a class in tariffs; those who came to fight remained to praise those on the program, who had made clear to them some things about railroad freight rates that hitherto had been a mystery.

The call for a rate meeting of Ohio and Indiana grain shippers was sent out by H. W. Kress, Piqua, O., in part as follows:

Every shipper knows that his freight rates govern to a large extent the price he obtains for his grain f. o. b. his track. No question but what the prices that he is offered play an important part in the price he obtains at his station. Knowing this to be true, and that at the present we have found Chicago favored in this respect to the detriment of Ohio and Indiana shippers, you cannot afford to miss this meeting.

When you know that Chicago can get to Baltimore for 12c, to Philadelphia for 18c, to New York for 16c and to Pittsburgh for 9 1/2c per hundred on what is known as "Illinois Proportional Billing," you can readily realize the kind of competition you are up against each day. Take your rates for distance as a comparison to these figures and see if you are being treated fairly.

My belief is that the Interstate Commerce Commission does not realize or know to-day how Ohio and Indiana territory is affected by Chicago's "Illinois Proportional Rates," so I think it is up to the shippers to send a committee before this body, and acquaint them with the facts of the case.

The morning session of the meeting was called to order by Mr. Kress in the assembly room of the Piqua club at 9:30 Friday. He said:

INTRODUCTORY REMARKS.

We are glad to have you visit our little city, one of the best, we think, of its size in the state. We are also glad for the chance to become acquainted with you, and I hope this meeting of men from widely scattered points may make for good fellowship and mutual business advantage.

But you were asked to come here for a more serious purpose. For some time, some of us have been convinced that because of certain agreements between the great railroads running east out of Chicago, and the Chicago Board of Trade, the grain shippers of Ohio and Indiana were being discriminated against and unjustly treated. The rate differential owing to this arrangement being such as to put the shippers in these two states at a distinct disadvantage.

I have heretofore stated the case and will not restate it now; but the farther I have looked into this and the more data I have been able to secure, convince me that we have here a matter that should come before the Interstate Commerce Commission for correction.

My contention is and always has been that they are unaware of what the Ohio and Indiana shippers are now contending with. If what seems to be the facts in the case are really the facts we cannot allow this agreement between the railroads and the Chicago Board of Trade to stand.

That we might be perfectly fair and see the matter from every standpoint, we have asked the Chicago Board of Trade to be represented as well as the Toledo Produce Exchange and present their side

of the case, which we want them to fully do.

I have the conviction, gentlemen, that we might form a permanent organization that would work to our advantage, but whether that shall be done or not is for you to determine.

Our immediate business is to investigate this agreement I have referred to and if we find it to be inimical to the interests of the Ohio and Indiana grain shippers and a violation of the Interstate Commerce Regulations, to appoint a committee to go before that body to place our case and the evidence supporting it.

And we may proceed in a parliamentary manner, I move the election of a temporary chairman and secretary.

Joe Coppock: I move that Harry Kress be made permanent chairman of this meeting.

Joe Wolcott: I second the motion.

The motion was put before the house by W. M. Hopkins and Mr. Kress was elected.

M. W. Miller was made sec'y.

Chairman Kress then called attention to the program as follows:

Program.

Morning session called at 9:30 o'clock.

Afternoon session at 1:45.

Evening session at 7:30.

Introductory Remarks—H. W. Kress, Piqua, O.

Meeting with Central Traffic Association at Chicago Last Year—Fred Mayer, Toledo, O.

Ohio and Indiana Grain Rates vs. Chicago Rates—Henry L. Goemann, Toledo, O. Trans-Mississippi and Illinois Proportional Billing—W. M. Hopkins, Manager Transportation Department Chicago Board of Trade.

Following Mr. Hopkins' address a series of questions suggested by different shippers will be presented for him to answer.

Address—E. W. Seeds, representing Ohio Grain Dealers Ass'n.

Address—J. M. Brafford, secretary Indiana Grain Dealers Ass'n.

Shall We Present Our Case Before the Interstate Commerce Commission?—H. W. Kress.

Open discussion by shippers.

Selection of committee.

Unfinished business.

If necessary, the meeting will be carried over to Saturday, May 2d.

Fred Mayer of Toledo spoke briefly on the subject, Meeting with Central Traffic Ass'n at Chicago Last Year:

I think we owe a debt of gratitude to our chairman for getting so many shippers to attend this meeting. Even if no definite results should accrue from the meeting I feel sure we will all have a better understanding of the freight rate question. We have had several meetings with the Central Traffic Ass'n, but the one to which Mr. Kress refers was when representatives from the different Boards of Trade appeared before the Central Traffic Ass'n in Chicago about a year ago.

In order to get a complete understanding of this question it will be necessary to go back to March a year ago. You remember how scarce cars were at that time. I was then Pres. of the Ohio Grain Dealers Ass'n and I went with others to Chicago to endeavor to get the C. T. A. to put off enforcing the new schedule of rates which had been advertised to go into effect May 1, until April 1. These gentlemen and myself made our plea; don't know whether we did any good or not, but the rates didn't go into effect until April 1. Toledo, Detroit and other markets believing the rates to be unfair had another hearing before the C. T. A., but did no good.

We are willing that railroad rates should go higher when it is necessary. We need the railroads and they need us, and the

rate question should be considered carefully. We should not take any hasty action. This is about all I have to say. [Cheers.]

H. L. Goemann took the floor and with chalk and chart demonstrated the subject, Ohio and Indiana Rates vs. Chicago Rates. He said in part:

On the old basis of rates in effect prior to today the proportional rate in Illinois territory and from Chicago to N. Y. was 22 1/2c and 18 1/2c from this division. According to the adjustment in force today the rate is now 19 1/2c versus 16 1/2c. The question before us is whether or not this is a fair basis. My opinion is that the readjustment which takes place today [reported in Mar. 25 Grain Dealers Journal, p. 364] removes all basis for any complaint.

Our complaint is not about rates, but getting grain thru the different gateways with rebilling privileges. To my mind that is the biggest thing before any market. Every terminal has its complaints on that score; Chicago, Toledo, Cincinnati and the other gateways. All terminals which are interested in opening up broader territory have this complaint.

I don't think there is any grain man or firm fool enough to manipulate rates today. If they do they will go to jail sure.

H. E. Richter: I would suggest that the men get together, and appoint a committee to draw a set of resolutions asking for second reconignment privileges.

Mr. Goemann discussed briefly this question propounded by Mr. Richter, also the difference between the percentage system of rate making and the grouping system now generally used. He explained the inequalities of rates and manipulations of billing, until the chairman called a halt for luncheon.

Meeting adjourned at 12.

Afternoon Session.

Promptly at 1:30 the second session was called to order by Chairman Kress. During the forenoon session while speakers were talking, dealers were smoking and the interested firing questions at each other it developed that there were two specific complaints of the grain dealers.

First: that rates from Illinois points to Trunk Line territory via Chicago were unfair as compared with the rates from the same territory via gateways other than Chicago.

Second: that those rates were unfair as compared with the rates from intermediate points in Indiana and Ohio to Trunk Line territory.

A series of questions had been prepared by Mr. Kress, and he asked W. M. Hopkins, Mgr. Transportation Dept. Chicago Board of Trade, if he would be willing to answer specific questions. He gladly consented to do so. The questions with his answers follow:

Rate Queries and Answers.

(1) Q. If a shipper at Joliet, Ill., should sell stuff to a party at Chicago on "Illinois Proportional" Billing, would it be necessary for him to specify on his bill-lading for what destination point his stuff was intended?

A. No.

(2) Q. What would be the pro-rate received by the western road hauling the same into Chicago from Joliet on this billing?

A. 2c per cwt.

(3) Q. Isn't it a fact that the rate of freight from Joliet, Ill., to Baltimore or any other point east of Buffalo is the same as from Chicago?

A. Yes.

(4) Q. When grain is routed via Chicago and is handled on what is known as "transit billing" is it not a fact that this billing will live six months? In other words, the grain can be shipped within

that time, in order to receive the benefit of the rate existing at the time the grain was unloaded?

A. Yes.

(5) Q. Is it not a fact that the rate from Chicago to Baltimore is 12c, to Philadelphia 13c, to New York 15c and to Pittsburgh 9½c on "Illinois Proportional Billing"?

A. The proportional rates are as above stated.

(6) Q. Are not the local rate of freights from Chicago to Pittsburgh 12½c, Baltimore 16½c, Philadelphia 17½c and to New York 19½c?

And, is it not a fact that by using "Illinois Proportional Billing" you are then enabled to ship to Pittsburgh at 9½c, Baltimore 12c, Philadelphia 13c and to New York for 15c per cwt.?

A. Yes, as to the first.

No, as to the second, except that those rates are parts of thru rates from Ill. points.

(7) Q. Has not this "Illinois Proportional Billing" been in effect nearly 8 years? In other words, did not the same go into effect some time in May, 1907?

A. Yes.

(8) Q. Isn't it a fact that the grain that originates in Illinois generally commands a premium on account of "Illinois Proportional Billing" and that this rate difference is really fixed in the price?

A. Yes, these thru rates from Illinois are factors in determining the price of the grain.

(9) Q. If the rate of freight at Joliet, Ill., is the same as from Chicago to New York, which would be 15c, what in your opinion would the Western road receive per cwt.?

A. If the rate from Joliet is 15c per cwt. pounds as a proportion of a through rate of 19½c per cwt. pounds to New York, as shown in what is known as the 100% territory, the division from Joliet to Chicago of that proportional rate of 15c from Joliet to New York is as answered in Question 2, namely, 2c per cwt. pounds.

(10) Q. If Joliet, Ill., takes the same rates as Chicago does on "Illinois Proportional Billing" it would then not be necessary to route any of this grain by way of Chicago to get the benefit of this billing? In other words, a party at Chicago buying grain, for example, at Joliet, Ill., would not have to route it by way of Chicago to get into New York at 15c on what is known as "Illinois Proportional Billing"?

A. No, as there are lines which participate in this business via routes other than Chicago.

(11) Q. For example: If we take a shipping point 250 to 300 miles closer to New York than Chicago, do you think it would be right to tax that point a rate of 18½ cents when you are able to get out of Chicago on proportional billing at 15 cents per cwt.?

A. The proportional rate of 15c out of Chicago is not the basis of the 16½c rate from this point to New York. Your comparison should be between the rate of 19½c, of which the 15c is a proportion, and your rate of 16½c. The division or proportion of a thru rate is not the measure of the local rate or is not a proper measure of rates from intermediate territory.

(12) Q. If you are able to get to Pittsburgh, Pa., out of Chicago at 9½c on "Illinois Proportional Billing" would you not think that a charge of 9c a cwt. for a point 250 miles closer to Pittsburgh would be unreasonable when taking your rate into consideration?

A. The same answer applies as to Question 11; that is to say, a proportion or a division of a rate is not the factor to be used in determining the flat rate either from a terminal point or at intermediate territory.

(13) Q. What is the difference between "Trans-Mississippi" and "Illinois Proportional" out of Chicago?

A. ½c per hundred pounds on wheat and corn and 1½c per cwt. on other grain, except that on grain originating in 100% territory in Ill. taking a proportion of 15c Chicago to New York it would be 1 cent

per cwt. on Wheat and Corn and 2c per cwt. on other grain.

(14) Q. Would you explain what is known as "transit billing" at Chicago and the benefits derived from the same in your market?

(a) What is the stop-off privilege allowed on this billing? (b) What is the stop-off privilege on "Illinois Proportional Billing" at your market, that is, what length of time can this billing be used out of Chicago after this grain has been unloaded at your market?

A. The transit privileges are defined in Joint Transit Privilege Circular No. 4, which is a joint publication between Eastern and Western lines and is public property as much as a tariff and is on file with the Interstate Commerce Commission.

From what has been said it is evident that in the opinion of some there are material advantages in the so-called transit privileges in Chicago that are not avail-

able to reach the eastern market via Chicago or direct, as he may elect. It is obviously to the advantage of the shipper to have as many markets available to him as possible, and without this transit privilege the Illinois shippers of grain would be at a material disadvantage.

By the use of these transit privileges terminal markets are enabled to buy grain continuously from the country throughout the year, when without them they would be unable in the heavy movement of grain to handle grain as fast as it was offered by reason of the car supply unless they were able to avail themselves of this transit privilege by which grain may be put into the storehouse for reshipment.

Doubtless most of you are familiar with these rules and the manner of their application, but, to make the matter clearer, let us trace the method of making a shipment of grain from a point in Illinois covered by a through tariff destined to New York, if you please.

Take, for illustration, Effingham, Illinois. The through rate therefrom is 21½c per cwt. either via Chicago or direct via the Pan Handle Route. If the shipment was made via Chicago, with transit privilege, the process would be as follows:

The car is shipped into Chicago and the local rate of 7c per cwt. is collected. The expense bill covering the same is presented to the Joint Rate Inspection Bureau for record and when recorded is returned to the consignee. When an equal quantity of the same kind of grain is to be forwarded the same expense bill is again presented to the Joint Agent, together with shipping directions and a duplicate expense bill. The original expense bill thus identifying the origin of the grain as being entitled to a through rate is stamped by the Joint Rate Inspection Bureau as follows: "Reconsigning to New York. Reconsigning privilege cancelled and approved for refund." The duplicate expense bill is stamped, "Reconsignment authorized as indicated hereon," and showing the destination as New York, as well as the proportion of the rate applicable to New York. This duplicate expense bill thus stamped is then sent with the shipping directions to the forwarding agent, and the original expense bill is held by the Joint Agent until advice has been received from the forwarding line that the car has been billed out as recognized, namely, to New York, at the proportion of the through rate, in this case 15½c per cwt. Then, and not until then, is the original expense bill surrendered by the Joint Agent to the consignee, who is then required to present that expense bill to the western road for the refund of the difference in charges between the local rate up to Chicago and the proportion of the thru rate. In this instance the refund would amount to 1c per cwt., the thru rate being 21½c, dividing 6c to Chicago and 15½c beyond. The shipper, having paid the local rate of 7c to Chicago, is entitled to a refund of 1c per cwt. to reduce the net charge to the proportion of the through rate namely, 6c per cwt.

If the expense bill is not presented within six months after the shipment is received at Chicago, no refund will be made, but the expense bill will be cancelled as not being available for any proportional rate on any future shipment.

There is no manipulation, or possibility of manipulation, under this arrangement, as the expense bill is not again available for use on any other or future shipment.

Not one bushel of grain can be shipped out of Chicago on the East of Chicago proportion of the thru rate until an expense bill is shown identifying the point



H. W. Kress, Piqua, O.

able at other markets and, further, that the so-called transit privileges are a discrimination against the country shipper. Let me disabuse your mind of both of these ideas, because they are erroneous. First, Chicago does not enjoy any transit privilege of any kind, character or description that is not granted to any and all markets in competition therewith and east thereof and the transit privileges so far as being a detriment are of great benefit to the country shipper, much more so than to the terminal market.

As a matter of fact, no terminal market wants transit privileges, but wherever they are used it is because that is the only means by which such markets can secure an equality of rates. By the use of transit privileges equalization of rates is made as between competing territory and markets that could not be otherwise secured.

To illustrate, you will observe on the Illinois map before you that the thru rates to New York as shown are applicable both via Chicago and via routes other than Chicago. Now, in order to protect the through rates via Chicago the transit privileges are used. That is to say, the grain is shipped into Chicago at a proportion of the thru rate and then afterward is shipped out at the balance of the thru rate the integrity of the thru rate is in all cases preserved. By this method of using transit the shipper in Illinois is thus

of origin and indicating that that quantity of grain is entitled to the thru rate as shown by the point of origin. Thus, in every instance the integrity of the thru rate is preserved and by no subterfuge or device can less than the thru rate be obtained, nor by any means whatever can any grain originating in any territory be forwarded at the east of Chicago proportion of the thru Ill. rate in excess of the same kind of grain originating in the state of Ill., and its identity must be established by an expense bill showing its point of origin and establishing without any question of doubt its right to the through rate.

Railways are properly jealous of their revenue and would not be a party to any arrangement which admits of any manipulation by which their earnings could be decreased. Besides, the integrity of the thru tariff must be preserved under the requirements of law, and no member of the Chicago Board of Trade would be a party to any arrangement that was susceptible to manipulation or under which the provisions of the law could be defeated.

While this transit arrangement is of material benefit to the country shippers, it is a hardship to the grain dealers at the terminal market, as you will readily see that it ties up large sums of money in the hands of the railway companies that is awaiting presentation of expense bills for refund, and thus a larger investment is required to be made in the handling of grain in terminal markets than would otherwise be necessary. This is an especial hardship to the smaller dealers, who have to tie up such a proportion of their capital and are deprived of any earning power thereon.

To sum up, the transit privileges are used: First, to secure an equalization of rates and thus benefit the country shipper in giving him access to more markets and keeping more gateways open for his business. Second, to enable the country shipper to find a market throughout the entire year without interruption.

Of course, you understand that shipments may be billed thru without the transit privilege. So far as Chicago is concerned, we would very much prefer to have specific rates in and out without any necessity for using any transit whatever.

(15) Q. If a carload of corn was shipped to your market on this billing, could you utilize the same out of your market by shipping oats instead of corn on such billing?

A. No.

(16) Q. If a shipper at Joliet was using "Illinois Proportional Billing," would it not allow him to escape his regular rate into Chicago? Would not his local rate into Chicago be higher? It has been stated by one of your large cash houses that the only advantage these "Illinois Proportional Rates" give you is that the producer or shipper is paid a premium in Illinois, which discounts the rate difference?

A. I am not at all clear what is intended by this question. The shipper from Illinois certainly gets the benefit of his thru rate in the price paid for grain. He pays the local rate into Chicago, which is ultimately reduced to the proportion of the thru rate, which latter invariably is less than the local rate, provided his grain is sold for an Eastern market to which the thru rate from his point of shipment would be applicable, as explained in answer to Question 14.

(17) Q. The fact of Chicago being allowed to use these "Illinois Proportional Billings" six months after said grain has been unloaded at your market (of 12c to Baltimore, 13c to Philadelphia, 15c to New York and 9½c to Pittsburgh) naturally allows your market to escape a rate difference of 4½c per cwt. to Baltimore, Philadelphia and New York, and 3 cents per cwt. difference to Pittsburgh. Is there any

reason why Chicago should be allowed this privilege, which puts them in a position to undersell the country grain shippers in Ohio and Indiana, and if not undersell to at least make such prices down East as to prevent the shippers in these two states from obtaining the price for their grain which they are entitled to, owing to their natural location?

A. The framer of that question evidently has confused in his own mind the proportions or parts of the thru rates applying east of Chicago to the various markets and the thru rate itself. I have already explained that the use of the transit privilege is for the purpose of equalizing the same rate via different gateways and that that is a benefit to the country shippers in enabling them to reach more markets on an equality of rates than they otherwise could do. I also explained that in no case could any less than the published tariff rates be obtained, so that the application of the proportions or parts of the thru rates easterly from Chicago has no bearing on the question of competition between Ill. and Ind. and Ohio, as you must compare the through rates from Ill. with the through rates from Ind. and Ohio. The shipper is not interested in the division of a rate or a part of the charge, but is interested in the total or aggregate charge that is to be paid on his grain in comparison with the total or aggregate charge that is to be paid on the same kind of grain from other territory to a common market.

(18) Q. Isn't your "Trans-Mississippi" billing used the same out of Chicago as "Illinois Proportional" billing, the only difference being that the "Trans-Mississippi" billing out of Chicago would take a 1½c per cwt. higher freight rate?

A. Trans-Mississippi billing cannot be substituted for Illinois proportional billing; that is to say, a shipment of grain originating in territory west of the Mississippi River could not when forwarded secure the proportion of the rate applicable easterly from Chicago on grain originating in Ill. under the restrictions of the rules of the Joint Rate Inspection Bureau, as above explained, but must have an Illinois bill.

(19) Q. In the correspondence that passed between Mr. Hopkins and myself [H. W. Kress] wish to say that I was advised that the Chicago Board of Trade would do everything in their power to put Ohio and Ind. shippers on an equal basis with themselves, if they found that Chicago had an advantage over the shippers in these two states. I now wish to ask Mr. Hopkins whether he thinks that the Ohio and Ind. shippers are getting all they are entitled to, freight rates considered, when taking Chicago's privileges into consideration?

A. Your contention is that the proportion of a thru rate should be made the measure of the local rate. Now, let us see how that will work out.

The rate from Joliet, Ill., is 19½c on grain to New York City. The line east of Chicago earns 15c and the line west of Chicago 4½c per cwt., making the thru rate, as above stated, 19½c per cwt.

Now, your contention is that the proportion east of Chicago should be applied as a local rate and as a basis for making your rate from this territory. Let us assume that this is done and the rate is made 15c from Chicago. Joliet, being a Chicago rate point, would likewise take a 15c rate, and so the rate from Chicago and from Joliet would be 15c per cwt.

But, when a shipment is made from Joliet to the East, the line between Joliet and Chicago would get its proportion of this reduced rate, namely, 2c per cwt., leaving a balance of 13c per cwt. applying easterly from Chicago to New York as a proportional rate. But, you still contend that the proportional rate should be the local rate, and thus your local rate be-

comes 13c from Chicago, and also at Joliet, as Joliet and a great many other points in the vicinity of Chicago take Chicago rates; and you go through the same process in the subdivision of this 13c rate and its application as a local rate out of Chicago and out of Joliet until finally you have no revenue left.

Or, again, let us take as an illustration your rates from this territory. You are located in what is known as the 84% territory, i. e., 84% of the local rate Chicago to New York, which includes Piqua and points as far south as Dayton, O. The rate from Piqua is 16½c to New York and likewise from all other points in this 84% territory.

There is a joint tariff, we understand, between the C., H. & D. and the Pan Handle making this thru rate, in the division of which, we will assume that the C., H. & D. gets 3 cents per hundred pounds, and the remainder, 13½ cents per hundred pounds, is retained by the Pan Handle for its haul from Piqua to New York City.

You say that the Pan Handle can afford to haul grain from Piqua to New York when it originates on the C., H. & D. at 13½c per cwt., it can afford to haul grain when originating at Piqua for 13½c per cwt. In other words, the easterly proportion or a division of a thru rate between the C., H. & D. and Pan Handle must be used as a measure of your local rate.

Now, let us assume that this is done and your rate from Piqua becomes 13½c. Manifestly, every other point in your 84% group likewise takes the rate of 13½c, and your thru rate between the C., H. & D. and Pan Handle is made 13½c, of which the divisions remain as before, namely, 3c to the C., H. & D. and 10½c to the Pan Handle. Following the same course of reasoning, your local rate at Piqua thus becomes 10½c and, consequently, this rate of 10½c becomes the rate from all points in the 84 percent group. The rate in the joint tariff, therefore, being 10½c, is subject to the divisions stated, whereby the C., H. & D. gets 3c as a proportion of the through rate of 10½c and the Pan Handle from Piqua to New York will thus earn 7½c—and so on until you have wiped out your rate entirely. Doubtless you can comprehend the fallacy of your reasoning.

As before stated, your comparison should be between the thru rates from Ill. and the through rates from Ind. and Ohio. The lowest through rate from any Ill. point to New York City is 19½c. Therefore, the comparison is between a rate of 19½c from Ill. and 16½c from this territory to New York, and your contention is that this rate of 16½c cents is too high as compared with the rate of 19½c.

I understand some of the gentlemen here have some comparative figures as to distance showing that your rates are not unfair and unreasonable so far as distance is a factor. So I will not touch upon that feature of the discussion.

Mr. Goemann has stated that your prices in the country are made by the price at the terminal market which you reach and your freight rate. Assuming, for illustration, that the price of corn in New York City is 70c per bus. The price at this point will be 70c per bus., less your freight rate of 16½c per cwt. or 92/10c per bus., making the price here 608/10c per bus., eliminating any cost of handling.

On the same basis the price would be, fixed at a point in Ill. taking a 19½c rate to New York. That is to say, 109/10c

per bus. would be deducted from the price at New York of 70c per bus., making the price at the point of shipment in Ill. 59 1/10c per bus., eliminating, as before stated, any cost of handling.

Now, let us assume that the thru rate is advanced from Ill. without any change either in the market price at New York or in your freight rate. It is evident that as the freight rate advances the market price in Ill. would decline correspondingly. But what effect would it have on your market? The two factors that make your price being the price at the terminal market and your freight rate and neither of those factors having changed, in what way would you be affected by this change in the market price in Ill.?

Or, assuming that the freight rate from the point in Ill. should be reduced without any corresponding change in your freight rate. The market price in N. Y. remaining the same, the Ill. price would advance to correspond with the reduction in their freight rate, but, as before, neither of the factors that fix your price at this point having changed, your local market here would not in any manner be affected by either a reduction or an advance.

In other words, Chicago does not compete for Ind. and Ohio grain and, therefore, you are not affected by the rates from Ill. so far as your local market is concerned.

It has been shown that there are no thru rates from any point in the state of Ill. that are more favorable via Chicago than via the direct routes, and there are no thru rates from any point in Ill. that are not available to any market or shipper in the East. You have the same privileges of buying grain in Ill. and shipping it to the East on the same terms as the Chicago dealer and, therefore, there is no discrimination against you in that respect.

Secondly, your rates are not unfairly adjusted from this territory as compared with the rates from Ill. and you are not adversely affected by such adjustment.

As a matter of fact, the rates to-day advance 1/2c per cwt. from all Ill. points except from the 100% group, with no advance whatever in your rates. This, however, would not affect you in any way, as the Chicago market does not draw any grain from this territory for the east in competition with you.

The rates between the Missouri River and Chicago are higher than the proportional rates from the Missouri River to Chicago. Relatively Chicago is situated as you are, but we do not contend that we are in any wise injuriously affected by such adjustment.

Now, one word more. I have shown you that you not only are not at a disadvantage with respect to rates from Ill. territory or from Chicago, but, on the other hand, I want to show you that Chicago is at a disadvantage in respect to rates from that territory in comparison with the direct rates.

As you note by the map, the thru rates from Ill. territory to the East are made in groups, ranging from 19 1/2c to 23c, the proportions of the thru rates being up to Chicago from 4 1/2c to 8c per cwt. and the specific proportions East of Chicago to New York being 15c from the 19 1/2c territory and 15 1/2c from all other territory. I am speaking now only of domestic business.

Some of the Illinois lines apply the rates from the various group points to Eastern territory direct; that is to say, not via Chicago, while other roads apply the same rates via Chicago. The most easterly point where through rates are made via Chicago is along the line of the Chicago & Eastern Illinois R. R. as far south as Brazil, Ind. West thereof the rates are covered, as before stated, by

group arrangement from all points in the state of Ill. to points in the east. Now, as before stated, there are no thru rates in Ill. territory to Trunk Line territory, or a combination of rates, via Chicago, that are more favorable to the Chicago market than are made from Ill. points via direct routes, or any combination of rates on any basis whatsoever made through Chicago that cannot be obtained by any market east thereof. The tariffs are published and are on file and may be examined and will verify the truth of this statement.

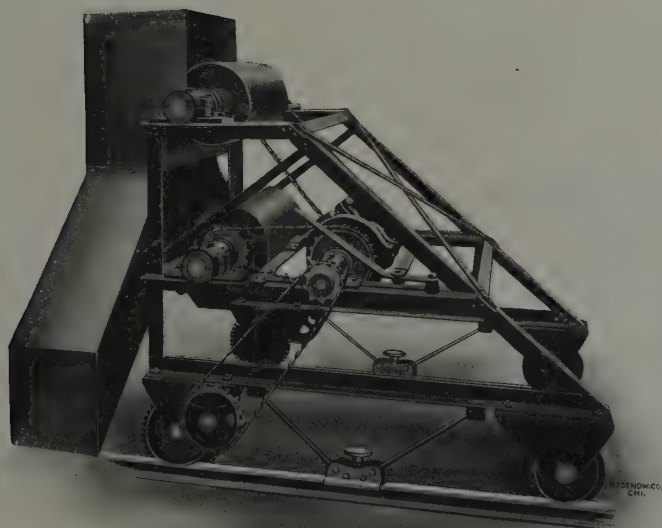
CHICAGO NOT ON EQUALITY WITH EASTERN MARKETS.

A large proportion of the territory of Ill. covered by railways not entering the city of Chicago over their own rails has no rates via Chicago equal to the thru rates published by such railways via routes other than Chicago. Such railways publish thru rates to the East direct that are lower than the local rate into Chicago plus the proportional rate out.

This is true even of railways that have their own rails within a short distance of Chicago. For instance, the Big Four System has its own rails to Kankakee, a distance of 56 miles from Chicago, but it does not publish any through rate via Chicago. Therefore, the Chicago grain dealer is unable to buy any grain in Ill. on the Big Four Road and sell it in the East at equal rates with any market east of Chicago, which can avail itself of the thru direct rates via that road that are lower than the combination of the local rate via Chicago plus the proportional rate out. This is also true of the Chicago, Indiana & Southern R. R., whose rails are within 20 miles from Chicago.

Furthermore, this is equally true of all points on the Chicago, Peoria & St. Louis R. R.; Vandalia R. R.; Baltimore & Ohio Southwestern R. R.; C., H. & D. R. R.; Ill. Sou. Ry.; Ia. Central Ry.; T., P. &

A Steel Frame Self-Propelling Tripper.



This new style steel frame self-propelling tripper is claimed to combine the best features of all trippers made heretofore. It has greatest strength, least weight, and can be furnished with a discharge spout for one or both sides, or to re-discharge on the belt again. By the use of a re-discharge spout, two trippers can be used on the same belt, maintaining a continuous feed, as one tripper can be reset while the other is discharging and vice versa.

The self-propelling mechanism is controlled by means of friction clutches located on a special countershaft placed within the frame work of the machine. By this method, self-propelling trippers occupy no additional space over plain trippers. While the machine here shown is of the self-propelling, two pulley type, they are made with four pulleys (for reversible belts) and either style is made self-propelling, hand-propelling, or plain for any width of belt, either in high or low pattern as conditions require.

Many have already been put into all kinds of actual use such as handling grain, coal, stone, gravel, ore, etc., and in every case they have proven a success.

They can be made with any size or style of bearing, diameter of shaft, or pulley, any width or height, any width of wheel base, with any style of discharge spout, for any kind of material, all with maximum strength, minimum weight, and with the least cost, so writes their maker, the Skillin & Richards Mfg. Co.

W. Ry.; T., St. L. & W. R. R. and of the C., B. & Q. R. R. from Waverly, Ill., and south thereof.

While there is a through tariff via the Wabash R. R. via Chicago, rates via that line are one cent higher via Chicago than via its direct junctions except from points north of Bement, Ill.

In Indiana the situation is as follows: There are thru rates via the Chicago & Eastern Ill. R. R. and the Chicago, Indiana & Southern R. R. (except points east of Schneider) that are equal via Chicago to the direct rates.

There are also through rates via the Chicago, Indianapolis & Louisville Ry. via Chicago from territory north of Monon, but those rates are 2c higher than via the direct routes.

Thus, Chicago grain dealers are wholly unable to handle any grain on an equality of rates from points on ten of the railroads in the state of Ill., as such roads publish through tariffs via routes other than Chicago at less rates than via Chicago; and are likewise at a disadvantage in respect to rates on the C., B. & Q. R. R., Waverly and south thereof, and on the Wabash R. R. except in territory north of Bement.

From Ind. grain can be handled on a parity of rates from points on the C. & E. Ill. R. R., the C., I. & S. R. R. (except east of Schneider) and a few points on the Ill. Cent. R. R. From all other Ind. territory the rates are less via the direct routes than via Chicago, as above stated.

Now, the Ill. roads that I have mentioned as not having thru rates via Chicago cover a large portion of the state, and it is an important grain producing territory from which Chicago is debarred from doing business in competition with the lesser rates made via the direct routes. Furthermore, where there are through tariffs via Chicago they are in no case less than the through rates via the direct routes. And, still further, where the direct routes are via Chicago, as is the case in the Northern part of the state, those rates are alike available to eastern markets equally with Chicago.

Therefore, we assert that Chicago not only does not have any advantage over any Eastern market in the adjustment of rates from the state of Ill., and so far as it has any rates in Ind. this statement applies; but on the other hand, is at a manifest and material disadvantage from a large portion of the state in not being able to obtain rates equal to those obtainable by the Eastern markets.

Now, we contend that this condition not only places Chicago at a material disadvantage, but likewise places the shippers of grain in Ill. territory at a like disadvantage, as it restricts them as to markets and deprives them of availing themselves of the market which is most contiguous to them. Manifestly, it is to the interest of the grain shippers to have as many markets open to them as possible, in order that they may avail themselves of the most favorable to their interests.

If a shipper had a carload of hot corn, it would profit him to send that shipment to the nearest market with the least possible delay and, if he is debarred from using the market that is most contiguous to him and to which he ought in reason to have access, he is placed at that much disadvantage with another shipper in contiguous and competing territory who has access to all markets within that territory. The shipper in territory tributary to Chicago is entitled to all the advantages that the Chicago market can offer him and it is unfair and unreasonable to so adjust the freight rates that he is pre-

vented from availing himself of the opportunity of placing his grain in the Chicago market if he may so elect. Therefore, any adjustment of freight rates that will restrict his markets must be of injury to him.

We have had a great many applications from various shippers in the state of Ill. for an adjustment of rates on the Big Four Road and other railroads which do not publish through rates via Chicago equal to their direct rates easterly via interior junctions, but, notwithstanding every effort on our part, we have not been up to the present time able to get those roads to give their shippers an opportunity to do business in the Chicago market, notwithstanding that we have been able to demonstrate beyond all question that it would be to the advantage of the shipper and, consequently, to the advantage of the railroad company to open their territory to Chicago.

Unquestionably there is a direct and material advantage to the shipper to be located contiguous to a large grain center like Chicago, but this advantage is denied to hundreds of shippers of grain in the state of Ill. by reason of the adjustment of freight rates, which, as stated before, is a discrimination not only against the shipper, but against the Chicago grain dealer as well.

We might cite many other instances where Chicago is at a material disadvantage in respect to its rate adjustment.

For instance, it will probably be a matter of great surprise to you gentlemen to know that from the large producing territory of Neb., Omaha, Northern Iowa, Southeastern Dakota and parts of Minn. to the large consuming territory in the states of Ala., Ga., Fla., S. C. and the larger portion of N. C. the adjustment of rates is from 6 to 8c per cwt. less via St. Louis and Southern gateways than via Chicago, notwithstanding that Chicago is in the direct line between the producing and the consuming territories above mentioned and the distances are actually shorter, on the whole, via Chicago than via other gateways.

But we are not before you to-day for the purpose of telling you wherein Chicago is at a disadvantage in the adjustment of her rates except insofar as the interests of the shipper are involved in this territory under discussion, and from the many complaints that have come to me directly from Ill. shippers it is beyond dispute that they feel that they are unjustly deprived of a market to which they should have access.

We do not contend that these disadvantages are the result of any intent to discriminate on the part of the railway carriers, but, owing to the conditions that have prevailed up to within the last few years under which the traffic of the country was moved between large centers, little regard was paid to the published tariff rates between such centers. Now that we have a condition where the actual carrying rates are the published rates a great many inconsistencies in the relative adjustment of these rates are found to exist that were not noticed before because the tariff rates were not the actual carrying rates between large centers. So this accounts for many of the inconsistent adjustments of rates that exist to-day without any intent on the part of the railway companies to favor one locality or territory or market as against another one; and those inconsistencies, we have no doubt, will be eliminated as rapidly as possible, because it is unquestionably true that the interests of the carrier and the interests of the shipping public are so

closely allied that no injury can be done to one community or market without reflecting a like injury on the railways serving such market.

There has never been a time when the rates were as fairly applied between local territory throughout the country and terminal points as at the present. There never has been a time when the rates, on the whole, have been so relatively fair as between country points and terminal points as at the present time, for all advantages heretofore enjoyed by the terminal points under the preferential system, or lack of system, of rates have been withdrawn and all shippers, great and small, are paying the published tariff rates, and any inequalities that exist now are by reason of an improper adjustment of rates rather than by an improper application of the same.

And, finally, the Chicago Board of Trade is glad of this opportunity to sit down with you and discuss this matter with you in a fair and friendly spirit, with a view of developing the facts and, further, if it should have appeared that Chicago had any undue advantage over you by reason of its rate adjustment, we would have been pleased to assist you in any effort to place you on a parity with us. Chicago does not want any undue advantage in its rate adjustment over any other market, locality or individual. We are not so greatly interested in the measure of the rate itself as we are in its relativeness.

The position of the Chicago Board of Trade is this. That we want an adjustment of rates that will enable us to buy grain in producing territory competitive between our market and other markets and ship the same to consuming territory and other markets on a parity of rates via Chicago with those made via other gateways. All we ask for ourselves is a parity of rates and we are willing to concede to any other market what we claim for ourselves.

W. S. Snyder: I don't understand how it is those fellows in Ill. can pay 50c a bu. for corn when it is more than we can get. Reports come to me right along from the farmers and other sources about how the Illinois dealers are paying way up for corn even more than I can get on track.

Fred Mayer: Do you believe everything the farmers tell you?

W. S. Snyder: I know this to be a fact. Some of my customers have farms in both states.

J. M. Brafford: 'I'll tell you how it is. You boys don't wear the same kind of clothes down here that they do in Ill. They handle grain on a margin of 1c a bu. They don't make any money in that state. Four-fifths of them are speculators. We don't do business that way down here. Then the corn was better in Illinois this year than in Indiana and Ohio. They probably did sell their corn for 50c.

H. E. Kinney: Concerning this Ohio rate question. There seems to be a feeling in Piqua that the originating railroad deserves no pay for originating business. If you people don't expect to pay the railroad for originating business you will have a lot of trouble to move what's in your elevator. The whole question is paying something for originating business.

J. M. Brafford: Don't you think, Mr. Goemann, that manipulation of the corn and oats prices in Chicago has been a detriment to the trade?

H. L. Goemann: Absolutely! A great deal worse than rates. That man Patten

is manipulating the grain business, selling grain for a good deal less than it's worth so he can get it out of the way, and then squeeze the "shorts."

E. W. Seeds: I have looked up two or three points of interest to this meeting. I believe general markets are just as necessary to you grain dealers as your elevators are to the farmer. A terminal market is just as necessary to you as you are to the farmer. Now there has been no advance lately in freight rates. We don't know all about running a railroad; we don't know all that must be taken into consideration to make rates, but I think we're treated absolutely fair on mileage basis. Corn, oats and wheat grown in Indiana and Ohio have just as fair treatment when shipped to market as grain grown in Ill.

H. W. Kress: I don't know that there is anything further to come before this meeting. Unless we make a study of these questions we will never know anything about it. I see now, but I didn't see before. I think it advisable to form a little society to study the rate questions. I thought we had a case, but I see now we hadn't. A good many of the shippers didn't want any of the men from terminal markets here. I have letters from several of them who wouldn't come because they didn't want these men here. But I wanted to have these men with us so we could get both sides of the question. If we had been by ourselves we might have taken some foolish action and done ourselves harm.

Horace Allen: I think we're all better posted on the freight question, therefore I move a vote of thanks to W. M. Hopkins, H. L. Goemann, Fred Mayer, E. W. Seeds, and J. M. Bradford. Motion carried viva voce.

Jesse Young: I move that Harry Kress be given a vote of thanks for calling this meeting. Motion carried amid cheers.

Meeting adjourned amid clouds of smoke and the hum of voices.

Reduced Rate Notes.

War!

On to Piqua!

A study in freight rates.

Badges, programs and cigars were furnished by Chairman Kress.

Free telephone service by the Bell and the A. T. & T. long distance lines was much appreciated by the dealers.

Why did the chairman of the meeting appear especially green while drinking from the pitcher at hand, as Mr. Hopkins asked him a few pointed questions? He was then *water cress*.

Joe Coppock and Joe Wolcott, competitors, slept together at the Plaza. The former declares he slept the best in years. Obviously, for once he had his competitor where he could get at him.

If the buyers of grain in Chicago grew it in flower pots in the sunny nooks of their office windows; if the grain "originated" here the "case" might have been developed.

Teacher: If the rate per hundred on grain from Chicago to New York is $12\frac{1}{2}c$ and from some Illinois point to Chicago it is $7c$, what is the total rate from Illinois point via Chicago to New York? Piqua: The answer is $12\frac{1}{2}c$. Teacher: No, you are wrong; $19\frac{1}{2}c$ is the total rate, $12\frac{1}{2}c$ is the "proportional" only of the total rate. Piqua: [After an all day lesson] O, yes, I see.

Piqua, O., May 4.—Everything went off smoothly, and what will be done in the future in regard to taking this matter up I am unable to say at this time. I do

know, however, that there was a committee appointed after this meeting to make further investigation into this matter, and future action will depend largely upon their report. * * * There were quite a few shippers convinced at this meeting and still on the other hand there were quite a few who think that they have a very good case to take up before the Interstate Commerce Commission. I had a hard time to prevent the boys from appointing a committee at this meeting to go before the Interstate Commerce Commission, but I finally prevailed upon them to investigate the matter more fully, and if they thought it advisable, to proceed along those lines.—Harry W. Kress.

The machinery representatives were: B. D. Heck, of Philip Smith Mfg. Co., and Rhinehart Smith, of Peerless Feeder Co., Sidney.

Fire insurance companies were represented by: F. H. Holt, Millers National Ins. Co.; Chas. O. Peters, Ohio Grain Dealers Fire Insurance Ass'n.

Among the Indiana dealers present were: C. J. Buchele, H. H. Deam, Bluffton; Hugh Murray, Goodland; P. C. Miller and F. R. Miller, Williamsport; J. W. Owens, Saratoga; Leroy Urmoston, Tipton; J. A. Washburn, Remington; J. Wellington, Anderson.

The terminal markets were represented by: Cincinnati: P. M. Gale, P. K. Gale, H. E. Richter. Toledo: H. L. Goemann; T. F. Hartnett; Jesse Young; Fred Mayer, of J. F. Zahm & Co. Chicago: W. M. Hopkins, Board of Trade Traffic Mgr., Indianapolis: H. E. Kinney, J. M. Bradford, the Bradford-Files-Thomson Co., Pittsburgh; R. A. Sheets, with R. S. McCague, Columbus; E. W. Seeds, Cleveland: F. E. Watkins.

Among the Ohio dealers present were:

Horace Allen, Troy; D. M. Arnold, Bradford; R. R. Bales, Circleville; A. Beatley, Kings Creek; A. A. Cunningham, Tiffin; Joe Coppock, Fletcher; R. G. Calvert, Selma; E. T. Custenborder, Sidney; Robt. Davidson, Grover Hill; S. S. Earhart, Burkettsville; G. N. Faulkner, Pemberton; E. A. Grubbs, Greenville; C. H. Ginn, Houston; J. F. Gephart, Versailles; Wes Hardman, Woodstock; J. W. Hufnagle, Ansonia; J. E. Hawes, Octa; J. S. Hazelrigg, Cambridge City; T. K. Jay, St. Marys; C. B. Jenkins, Marion; C. A. Lang, Delphos; Jno. Murray, West Jefferson; Grant McMorran, St. Paris; F. C. Miller, Celina; H. McCool, Joysville; S. A. and Z. T. Meyers, Gettysburg; E. E. Nutt, Sidney; E. L. Odenweller, Ottoville; W. M. Toman, Gettysburg; M. A. Petersime, Bloomers; W. H. Persinger, Sidney; W. T. Palmer, Celina; O. T. Roszell, Troy; W. H. Riddle, London; L. G. Shanley, J. W. Simmons, Pemberton; M. A. Silver, West Jefferson; L. Schunck, Celina; J. L. Stemple, Ada; J. F. Shuman, Covington; W. S. Snyder, Kenton; C. C. Toland, Anna; B. E. Thomas, Greenville; Joe Wolcott & Son, Conover; J. E. Wells, Quincy; A. Wright, Pittsburg.

Farmers complain bitterly of the evils of speculation in grain on the various boards of trade, and many of them would like to see the stock exchanges wiped out altogether. We investigated this subject pretty thoroughly fifteen or twenty years ago, sympathizing fully with the popular belief, but came to the conclusion that, notwithstanding all their evils, none the less these exchanges are essential to the proper distribution of grain.—Wallace's Farmer.

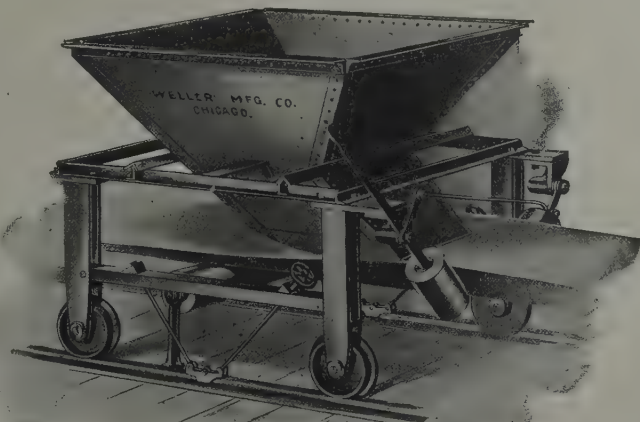
Traveling Belt-Loading Hopper.

The purpose of a Traveling Belt-Loading Hopper is to facilitate grain conveying by enabling elevator operator to spout into hopper from several bins. Grain is frequently spouted directly upon the moving conveyor belt, with the result that considerable grain is spilled from the belt. By spouting into a hopper all the grain reaches the belt and is carried away.

Rollers shown in illustration concentrate the conveyor belt to a proper position for receiving the grain. The rollers may be adjusted by a lever. When ready to transfer to another position the concentrating rollers are released, and the belt returns to its former position.

The Traveling Belt-Loading Hopper frame is constructed of angle iron, hence is light and durable. It is provided with flanged wheels for running on a track. It will receive grain from one or more bins and spouts. It is made by the Weller Mfg. Co.

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Grain Trade News

ARKANSAS.

Little Rock, Ark.—J. M. Townes has brot suit against the Browne Grain Co., of McKinney, Tex., to recover \$150 alleged to have been lost in handling a car of corn received out of condition, on a contract for merchantable corn.

CALIFORNIA.

San Francisco, Cal.—Grain shippers are making it unpleasant for the officials of the Southern Pacific Ry. since publicity was given to the preferred rates on grain given to Simon Newman and other big shippers.

San Jose, Cal.—H. B. Martin & Co., incorporated, capital stock \$100,000; incorporators, H. B. Martin, J. E. Beane and R. McCarty. The company has acquired the wholesale flour, grain and feed business of H. B. Martin and Mr. Martin has been in this line of business for the past 28 years.

CANADA.

Caron, Sask.—The capital stock of the Caron Farmers Eltr. Co. has been increased to \$25,000.

Montreal, Que.—Four bucket-shops have recently been closed, their proprietors decamping with customers' margins.

Winnipeg, Man.—The Manitoba Linseed Oil Co. has let the contract to Robert Watson for the erection of a plant.

Estevan, Sask.—The Farmers' Eltr. Co. has issued a call of 25% on unpaid stock of the company to carry on business.—R.

Aberdeen, Sask.—Merchants and farmers at a recent meeting voted to give \$4,000 bonus for the erection of a 125-bbl. flour mill.

Frobisher, Sask.—An eltr. will be built here this summer by a local company composed of A. L. Sherwin, A. McMassters, W. Ching and E. Munro.—R.

Toronto, Ont.—The Grand Trunk Ry. will not rebuild its burned eltr. The old house contained 15,000 bus. of grain at the time of the fire, and was valued at \$50,000.

Montreal, Que.—The lighterage charge has been increased by the Montreal Warehousing Co. to ¾¢ per bu. on grain between the different eltrs. of the company and steamships.

Duck Lake, Sask.—The Farmers Milling Co., incorporated, capital stock \$25,000; incorporators, Hillyard Mitchell, W. J. Pozer, W. H. Cross, Dr. Bourgeault and others. The company will erect a mill and eltr.

Regina, Sask.—Premiers Roblin of Manitoba, Scott of Saskatchewan and Rutherford of Alberta, who met here May 3 to discuss public ownership of grain eltrs., accomplished nothing for the reason that the grain growers' ass'n was not represented.

Saskatoon, Sask.—W. G. Hitching recently was fined \$50 for doing business as a track buyer without having first obtained a license and giving the bond re-

quired by the grain act. Matthew Snow, assistant warehouse commissioner, was the complainant.

Keewatin, Ont.—The side of one of the bins of the new concrete eltr. of the Lake of the Woods Milling Co. fell out recently, throwing 50,000 bus. of wheat on the ground. The company will not sustain any loss, as the structure had not been accepted from the builder.

Winnipeg, Man.—The surplus remaining of the government seed oats is being sold by C. C. Castle, purchasing agent, at 85 cents per bu., delivered at country stations. A curious proceeding by the government is a call for bids for screenings. Weed inspectors usually order screenings to be burned.

Fort William, Ont.—The rumor circulated two months ago that the Grand Trunk Pacific Ry. would erect a 10,000,000 bu. eltr. has steadily grown until on May 8 the veracious press correspondents telegraphed that "the company will erect six 10,000,000 bu. eltrs. on the Kam River. Work will be started this spring."

Victoria Harbor, Ont.—Provision for the construction of a 10,000,000-bu. grain eltr. here has been made by the Canadian Pacific Ry., which contemplates making this port its chief grain depot on Georgian Bay. The government will dredge the channel to accommodate three steamers at one time, and the machinery of the eltr. will load a train in one hour.

CHICAGO.

A vote will be taken on the anti corner rule May 11.

Henry Rang & Son have removed to the Gaff bldg.

The Nye-Jenks Co. will add a drier to the Rialto Eltr.

A trade in corn for delivery in May, 1909, was made May 5 at 54½¢.

M. E. Cooke has removed from his old quarters to offices in the Postal Telegraph bldg.

Memberships in the Board of Trade are selling at \$2,150. The directors of the Board offer \$2,100.

Joseph Zukely was crushed to death between freight cars at the plant of the Calumet Eltr. Co., South Chicago, May 29. He was 31 years old.

Steine, Hirsh & Co. have their new starch factory about ready to start. Buildings and equipment represent an expenditure of about \$250,000.

The rate of interest authorized to be charged on advances on Bs/L for grain is 5 per cent, another reduction of ½ of 1 per cent for the month of May.

Members of the board will soon vote on the proposition to strike out of the rules the 2-cent penalty for the delivery of hard wheat on regular contracts.

Benjamin R. Brown has given up his partnership in the firm of W. H. Sterling & Co. to engage in the grain commission business on his own account with offices in the Royal Insurance bldg.

A record breaking car of corn was received by Grighton & Co. recently from Wm. Wheeler, of Melvin, Ill. It weighed

109,080 lbs., and, tho no grade, was sold for 56 cents on the I. C. billing.

A. G. Wegener, not G. A. Wegener, formerly with Thos. Bennett & Co., has engaged in the brokerage business on his own account. Geo. A. Wegener is with Geo. H. Sidwell & Co., as heretofore.

W. M. Hopkins, mgr. of the transportation of the Board of Trade, has announced that, effective June 1, the eastern lines will allow the ¼¢ transfer charge to the owners of grain handled thru both public and private eltrs.

Heavy shipments of corn and oats are being made by Bartlett, Frazier & Carington; and the Armour Grain Co is moving out considerable wheat. The cross current of milling demand is illustrated by the unloading of a shipload of No. 1 northern wheat at Chicago by Rosenbaum Bros.

At the request of the Harbor Commission Dr. Alfred Beirly has written a paper outlining his suggestions for a new harbor for Chicago. It is suggested that the river be extended from its forks west several miles and then south to the drainage canal, the south branch to be filled up. His suggestions have been printed in a pamphlet, with map.

The monthly average plan of assessing demurrage charges is being agitated by the Illinois Manufacturers Ass'n, working with committees of the Board of Trade and the Ass'n of Commerce. The average plan credits the receiver or shipper with each day that he releases a car earlier than free time limit. The shipper's credits for cars thus promptly released may be applied by him upon other cars which he has delayed beyond the free time.

Application for membership in the Board of Trade has been made by Enoch E. Paine, Ezra C. Wing, Guy S. McCabe, Jacob Schreiner and Louis C. Brosseau. Application for transfer of membership in the Board of Trade has been made by Edward J. Fleming, Harold M. Ives, Fred Lyons, the estate of Arthur B. Jaquith, Marion S. Connelly, estate of Charles D. Hamill and Chas. S. Williams. Members of the Board of Trade recently admitted are John P. Hermes and G. F. Swenson.

A business meeting of the Chicago Board of Trade Weighing Department will be held in the call room of the Board of Trade building at 7:45 o'clock Friday evening, May 15. The following addresses will be made: "Can We Make Our Weighing Service More Effective," by Bert N. Law, deputy weighman, Chicago Board of Trade; "Value of Neat, Clear and Complete Records," by E. Y. Puckett, deputy weighman, Chicago Board of Trade; "Some Helpful Remarks," by W. L. Shellabarger, grain shipper, Decatur, Ill.; "A Few Pointed Don'ts," by Geo. Metcalf, deputy weighman, Chicago Board of Trade; "Car Inspection Records," by Chas. W. Kefer, deputy weighman, Chicago Board of Trade; "Shortage Claims as Viewed by a Freight Claim Agent," W. O. Bunker, Chicago, Rock Island & Pacific Railroad; and "Scale Talk," by J. A. Schmitz, scale inspector, Chicago Board of Trade. The addresses will be followed by a general discussion.

All the characteristics of the deals run by J. A. Patten are developing as his May squeeze in oats and corn draws near its conclusion. He is offering No. 2 corn in store at Chicago at 4 cents under the price May shorts are bidding the country for No. 3 corn to be shipped in and dried

for delivery on May contracts. Special prices are being made to eastern buyers who will promise that the corn will not be returned to Chicago. The purpose of this proceeding is to maintain the May option at an unnaturally high level in order to meet the heavy expense of running a corner. The daily expense of carrying the line of cash grain delivered to Patten May 1 is nearly \$5,000. The shorts must be squeezed out of enough to pay this expense and the loss on sales to eastern buyers below the market. The quantity of corn and oats that will be attracted to the Chicago market by the corner prices is the variable factor in the situation that outsiders are viewing with interest. On May 1 6,000,000 bus. of oats was delivered to the Patten firm. Additional deliveries during the month will go far toward cutting down the anticipated profits.

Effective May 15 the Joint Rate Inspection Bureau will require Board of Trade certificates of weight. When grain is ordered from public or private eltrs. or warehouses for re-consignment and shipper desires protection of the thru rate, he will be required to again present to the Inspection Bureau the original western or southern road's freight bill, WITH BOARD OF TRADE WEIGHTMASTER'S WEIGHT CERTIFICATE COVERING THE LOADING OF THE OUT-BOUND SHIPMENT. Manager W. M. Hopkins of the transportation department wishes to be advised of any objections to the changes, and states that it is understood that the western roads will stamp upon their freight bills which are to be recorded with the Joint Rate Inspection Bureau the following:

"BOARD OF TRADE WEIGHT." The impress of this stamp will be required to enable the Joint Rate Inspection Bureau to accept such freight bills as correctly showing the weight of the grain. It will, therefore, be in order for the trade to see that this imprint of rubber stamp reading, "BOARD OF TRADE WEIGHT," is shown on freight bills when furnished by western roads.

Milling in transit circular No. 4, effective June 1, has been issued to supersede circular No. 3 and provides that on grain products manufactured at Chicago the line east of Chicago will accept such proportion as is necessary to preserve the integrity of the thru rate published on grain products from the origin point of the grain to ultimate destination (except that on the products of such grain as originates north of the Illinois-Wisconsin and Iowa-Minnesota state lines, also in that territory north lying south of the Iowa-Minnesota state line west of the Big Sioux River and north of the Missouri River, including North Pacific Coast territory—as well as that billed free account transit—the line east of Chicago will continue to demand the same proportion as is allowed on like products from Minneapolis, Minn.). This will have the effect of making the specific proportions east of Chicago on grain originating in Illinois milled or malted in transit at Chicago, 9½ cents to Buffalo and Pittsburg, 15½ cents to New York for domestic use, 14½ cents to New York for export (except flour), 13½ cents to New York on flour for export. M. I. T. Circular No. 3 also provided, "For the purpose of establishing the east of Chicago proportion on grain cleaned in transit west or north of Chicago, the cleaning point will be considered the origin point of the grain." This clause has been eliminated from M. I. T. Circular No. 4, but in lieu thereof appears the provision in Rule 7 that on

grain billed free to Chicago account transit the line east of Chicago will accept Minneapolis revenue.—W. M. Hopkins, Manager Transportation Department, Chicago Board of Trade.

PROPOSED CORNER RULE OF CHICAGO BOARD OF TRADE.

Section 1. In case any property contracted for future delivery is not delivered at maturity of contract, the purchaser shall either purchase the property on the market for account of the seller, by 1:15 o'clock of the next business day, notifying him at once of such purchase; or shall require a settlement with the seller at the value of the property on the day of maturity of contract, and any damages or loss due to either party, by reason of such purchase or settlement, shall be due and payable immediately; provided, that this rule shall not be construed as authorizing extortionate claims based on values resulting from manipulation of the market. The average market price on the day of maturity of the contract shall be deemed *prima facie* the value of the property on the day of maturity of the contract, but if upon this there shall be any disagreement among interested members of this Ass'n, the pres., at the request of any party to such agreement, shall select five members in good standing (to be approved by the board of directors) who are not in any manner interested in the matter in controversy, and who shall, without unnecessary delay, organize, by electing one of their number chairman, and proceed to hear and determine what was the value of the property on the day of maturity of the contract, and what should be the equitable measure of damages, if any, to be paid by either party, and in doing so, the value of the property in other markets and for manufacturing or consumptive purposes in this market, together with such other facts as may justly enter into a determination of its value, shall be considered, irrespective of any fictitious price it may at the time have been selling for in this market.

The committee shall be authorized to consider whether or not the value of the property in dispute has been enhanced by combination or by any individual for the purpose of extorting unreasonable damages, and shall also consider the effect on values produced by sales in excess of the marketable supply, or by excessive short selling; and in view of the facts presented and in reference to the duty of the seller to specifically fulfill his contract, shall determine the just and true value of the property on the day of the maturity of the contract, and by the value so established shall determine the measure of damages resulting to either party, both of which shall be stated in written findings to be made by a majority vote of the committee, and to be signed by its chairman. The decision of the committee as to the value of the property in question on the day to which their decision applies, shall be deemed its true value on that day, and shall be accepted and recognized as establishing the basis for all settlements and adjustments of similar defaults by members of the exchange on that day, and such value so established shall also be respected as final by the committees of arbitration and appeal, and any marginal committee appointed under Section 6 of Rule XX.

Said committee shall, before entering upon their duties, be sworn to fairly and impartially hear and determine the questions presented to them. They shall receive such statements or evidence, under

oath, as either of the parties may present; and in order that their investigation may be thorough and impartial, notice of their appointment and of the time and place of such hearing shall be posted on the bulletin board or announced on 'change, and an invitation be given to any member having an unsettled similar contract, or otherwise financially interested in the hearing, to participate in the hearing before the said committee.

The directors of the Board of Trade in calling the attention of members to the proposed amendment to Section 1 of Rule 23, of the rules of the Board, desire it to be specifically understood that in case this amendment carries it will not be construed by them in such a manner as to favor intentional defaults, and it is their belief that this situation is fully protected by Section 9 of Rule IV, under the requirement of which section they will feel it necessary to construe short selling with the evident intention of defaulting, as dishonorable conduct.

COLORADO.

Castle Rock, Colo.—We have increased our capital stock from \$10,000 to \$20,000.—The Douglas County Mercantile Co., G. Christenson, mgr. grain department.

Eaton, Colo.—We are now in the process of tearing down our present plant preparatory to rebuilding, or rather remodeling another plant, in order to greatly improve our facilities.—Eaton Grain Co.

DISTRICT OF COLUMBIA.

Washington, D. C.—Percy Wade of Wade & Hedges, bucket-shop operators, on May 4, was sentenced to 30 days in jail, and took an appeal. The trial of five other alleged bucket-shop operators has been deferred.

IDAHO.

Twin Falls, Ida.—J. K. Mullen, of Denver, Colo., and A. H. Vogeler, of this place, are arranging to erect a flour mill and eltr. here.

ILLINOIS.

Paxton, Ill.—H. C. Hall, track buyer, died a few months ago.

Litchfield, Ill.—D. O. Settlemire died May 7, aged 81 years.

Barnes, Ill.—T. J. Hanley has succeeded the Rogers Grain Co.

Tabor, Ill.—Galvin, Gambrel & Co. have succeeded Wiley, Marvel & Co.

New Holland, Ill.—New Holland Grain & Coal Co. has been dissolved.

Rapatee, Ill.—E. H. Kessler & Son have succeeded Chas. H. Hurlbush & Co.

Rossville, Ill.—Geo. L. Merritt will build an eltr. on the new Walsh road.

Seymour, Ill.—William Murray is building a new corn crib near his eltr.

Hayes, Ill.—I am going to build a 30,000-bu. eltr. here on the I. C. R. R.—J. C. Roe.

Ohio, Ill.—The Ohio Eltr. Co. has increased its capital stock from \$6,000 to \$8,000.

Secor, Ill.—The report that Geo. G. Flessner had bot P. A. Felter's eltr. is incorrect.

Walnut, Ill.—The Walnut Grain Co. has secured F. L. Neal, who has been at Arlington, as manager of the eltr. there of J. M. Ennis, at its eltr. here, to suc-

ceed I. M. White, the former manager. Mr. White will engage in other business.

Windsor, Ill.—The Windsor Grn. Co. will build a 35,000-bu. eltr., steam power, sheller and cleaner.

Dawson, Ill.—The eltr. of James L. Smith was burned May 1 at 1:30 o'clock a. m. Loss, \$15,000.

Rowell Sta., Maroa P. O., Ill.—The Rowell Grain Co. is making extensive improvements on its eltr.

Sheridan Junction, Sheridan P. O., Ill.—The Neola Eltr. Co. will erect an eltr. at this place, it is said.

Campgrove, Ill.—A stock company has let the contract to D. M. Dean for the erection of a large eltr.

Panola Sta., Elpaso P. O., Ill.—Leo Raymond, the former mgr., has succeeded the Baldwin Grain Co.

Highland, Ill.—The Highland F. M. B. A. Eltr. Co. has increased its capital stock from \$15,000 to \$50,000.

Peoria, Ill.—A new grain purifier is being installed in the Burlington Eltr. by the Skillin & Richards Mfg. Co.

Lerna, Ill.—A Neoga newspaper reports that John H. Snowden has disappeared. He was recently declared a bankrupt.

Concord, Ill.—W. C. Calhoun, with headquarters at Franklin, has succeeded the Beardstown Lumber & Grain Co.

Keyesport, Ill.—C. B. Munday & Co., of Litchfield, are building a new 10,000-bu. eltr. here on the C., B. & Q. R. R.

Dunlap, Ill.—We intend to paint the eltr. we recently purchased, and possibly put in a weigher.—Jackson & Shehan.

Merna, Ill.—Hanley & Carmody have succeeded Jas. T. Carmody, who three months ago succeeded the Rogers Grain Co.

Lomax, Ill.—Lomax Eltr. Co., incorporated, capital stock \$5,000; incorporators, William Sparrow, H. G. Crane and W. H. Wyatt.

Litchfield, Ill.—C. B. Munday & Co. will demolish their old eltr. here and erect a modern up-to-date transfer eltr. of 75,000 bus. capacity.

New members of the Illinois Grain Dealers' Ass'n are M. Z. Button of Mazon, Ill., and W. S. Van Natta, Jr., of Oakland, Ill.

East St. Louis, Ill.—Nothing has been done as yet towards rebuilding the burned Montgomery Eltr. B.—A. L. Pollard, agt. Trader's Eltr. Co.

Chapin, Ill.—The Farmers Eltr. Co., incorporated, capital stock \$5,000; incorporators, Earle Fox, H. P. Joy and James F. Cowdin.

Illiopolis, Ill.—The Farmers' Eltr. Co. let the contract to the Burrell Engineering & Construction Co. for the erection of a 20,000-bu. ear corn eltr.

Lilly, Ill.—I am agent for the Zorn Grain Co., of Peoria, Ill. We have two eltrs., one 15,000-bu. and one 25,000-bu. capacity.—H. W. Jefferson.

Petersburg, Ill.—Addison Fisher, of Athens, has removed to this place and taken the management of the eltr. of the Petersburg Farmers Eltr. Co.

Farmer City, Ill.—T. A. Jordan, formerly of Clinton, will succeed J. T. Savidge who recently resigned as manager of the eltr. of the Farmer City Grain Co.

Dorans Sta., Mattoon P. O., Ill.—We are building a 30,000-bu. cribbed eltr. steam power, and Union Iron Works machinery. Dorans is on the I. C. R. R.

The firm name will be Seaman & Morris, Morris has been in the grain business for the past 12 years at Magnet, Ill.—Geo. W. Seaman.

Minooka, Ill.—The Minooka Grain, Lumber & Supply Co., incorporated, capital stock \$15,000; incorporators, G. J. Widney, J. D. Dwyer and W. A. Bell.

Dawson Park Sta., Milford P. O., Ill.—The firm succeeding Langellier Bros. at this place is Hawkin & Timmins. Ed. O'Leary is manager.—A. T. Langellier.

Lawndale, Ill.—The sheller of the Lincoln Grain Co. was torn up badly, while shelling corn recently, and the company had to send it to Decatur for repairs.

Rice Sta., Milford P. O., Ill.—The Bryce Farmers Eltr. Co. will install an automatic scale, with a capacity of 1,500 bus., to be supplied by the Avery Scale Co.

Clarksdale, Ill.—Twist Bros. are making improvements on their eltr. at this place, Willey and Honey Bend. Three dumps and a big grain cleaner will be added.

Versailles, Ill.—We are building at Versailles and Timewell two modern houses of about 20,000 bus. capacity each on the Wabash R. R.—Lewis & Beggs, Jacksonville.

Bradford, Ill.—Cooley & Wolcott have sold their eltr. to Wm. B. Cavanaugh of Wilmington, Ill. Possession will be given May 19. The sale was made by J. M. Maguire.

Garfield, Ill.—Since the dissolution of the firm of Winter & Hoarty I run the Garfield eltr. and T. M. Hoarty the eltr. at Munster, each on his own account.—W. D. Winter.

Henkel Sta., Mendota P. O., Ill.—We have bot the old eltr. of C. D. Wheeler at Henkel, on I. C. R. R. It has a capacity of 15,000 bus.—P. H. Maus, agt. Henkel Grain Co.

Cedar Rapids, Ia.—The supreme court on May 6 reversed in part and affirmed in part the decision of the lower court in the suit by Schillinger Bros. against the Bosch-Ryan Grain Co.

Bradbury, Ill.—I have bought the hay barns, grain houses and cribs at Bradbury and will overhaul the barns and grain houses and rebuild the cribs during the summer.—W. H. Houser.

Blandinsville, Ill.—I am enlarging bins in house by running them up, respouting house, putting in small conveyor, power, car loader and new cement floor in engine room.—H. E. Robberts.

Golden, Ill.—We have just closed contract with the Burrell Engineering & Construction Co. for the erection of a 70,000-bu. eltr. to replace the one burned down last fall.—H. H. Emminga.

Dorans Sta., Mattoon P. O., Ill.—The Farmers Eltr. Co. has let the contract to the Burrell Engineering & Construction Co. for the erection of a 20,000-bu. eltr. with a dump capacity of 20,000 bus. more.

Bement, Ill.—I. C. Felger has sold his interest in the firm of Felger & Sprague to Frank Sprague. Mr. Felger has moved to Alberta, Canada, and will engage in farming.—F. Hamman & Son, Milmine, Ill.

Chenoa, Ill.—Frank L. Warner, of Fisher, who recently bot the eltrs. of Kirkpatrick, Lackland & Co. at this place and Ballard Sta., has removed to this place and taken possession of the business.

London Mills, Ill.—We have just completed our new eltr. and have installed a

gas and oil engine and eltr. fixtures. It is 24x26 ft. and 22 ft. to eaves. It has a capacity of about 8,000 bus.—Hummell Bros.

East St. Louis, Ill.—J. Allen Smith & Co., of Knoxville, Tenn., have let the contract to the Burrell Engineering & Construction Co. for a 40,000-bu. transfer eltr. The power will be electric motors.

Lanesville, Ill.—William Kinahan, half owner in one of the eltrs. at this place, died May 2, after an operation for appendicitis at Springfield. He was born in Australia and came to Illinois thirty years ago.

Warsaw, Ill.—A. F. Bliesener, miller, has brot suit against Cassiday & Gray, brokers of Chicago, to recover \$486 paid in commissions, alleging that several thousand bus. of wheat he had bot had not been delivered.

Danforth, Ill.—Have been having a big run of corn up to the present time (May 4) when the roads were good, but it is raining now and there will be no more delivered until after planting.—J. W. Overacker, mgr. Farmers Eltr. Co.

Wing, Ill.—J. M. Feely, of Chatsworth, has sold his 320 acre farm south of Piper City to George Gibb & Son of this place, taking in part payment the grain eltr., store building and residence owned by them. The deal involved \$100,000.

Joliet, Ill.—We are replacing our burned eltr. with a 20,000-bu. house, ironclad, two stands of eltrs., 600 bu. hopper scale, also feed mill attached 22x50 ironclad. Geo. Sathoff has the contract. Steam power will be used.—M. Truby & Son.

Peoria, Ill.—The Corning Distillery Co., whose plant was burned Apr. 3, has let the contract for the construction of 10 concrete tanks, which, with their interstices, will have storage capacity for 100,000 bus. of grain, to the Macdonald Engineering Co.

Swan Creek, Ill.—I am building a grain eltr. at this place, on the Rock Island division between Monmouth and Bushnell, one of the best grain points in Illinois. The capacity of the eltr. will be between 10,000 and 20,000 bus., and will use gas engine for power. It will be completed by June 1 or 15.—C. L. Grimsley.

Martinton, Ill.—We expect to build a steel eltr. with a capacity of 40,000 bus. It will be located on the C. & E. I. R. R. We may buy the eltr. of the R. F. Cummings Grain Co., if we can on satisfactory terms. If we build we will equip it with the latest improved machinery.—J. W. Schroder, sec'y, Farmers Eltr. Co.

Springfield, Ill.—The \$10,000 guarantee fund for the corn exposition to be held in this city in November has nearly all been subscribed, greatly to the gratification of the committee of the Chamber of Commerce having the subscriptions in charge. A catalog and premium list will be gotten up and a competent manager employed.

Harmon, Ill.—Frank Hettinger has arranged with W. H. Wescott to add another dump to the eltr. before oats threshing begins. As there is nothing doing in the grain business Mr. and Mrs. Hettinger will take a trip up to Chicago about May 12 and travel south for recreation, expecting to be away for about 10 days.

Governor C. S. Deneen has called upon the officers of the Illinois Grain Dealers Ass'n to name ten grain dealers to represent Illinois grain shippers at the National Corn Exposition at Omaha, Neb., next Dec. While the members of the

committee will pay their own expenses, still they will go as representatives of the Illinois trade.

Magnet Sta., Mattoon P. O., Ill.—I am building a new eltr. at this place with a capacity of 18,000 bus. This station is about three miles south of Mattoon, on the I. C. R. R. I have the work of construction well under way, and am installing Western machinery. I am still at Etna and will continue to buy grain here. —Thos. Ferguson, Etna.

Peoria, Ill.—A large oatmeal mill will be erected by the American Milling Co. on its 30-acre site, with a view to deriving the profits accruing from a close connection of the feed business and the oatmeal manufacture. The American Milling Co. is one of the largest manufacturers of sugar feeds, its biggest competitor in the feed business being the Quaker Oats Co.

Lanesville, Ill.—The highway commissioners on May 4 petitioned the court for an order restraining W. P. Kinahan, Lee Metcalf and the Wabash Ry. from going on with the construction of a grain eltr. in what the commissioners alleged is a public highway. The road leased the site from the eltr. John Kinahan is one of the commissioners, but refused to join in the petition.

Pres. E. M. Wayne and Sec'y S. W. Strong of the Illinois Grain Dealers Ass'n met with the Illinois Railroad and Warehouse Commission May 1 in Chicago to discuss the sampling of grain by the State Inspection Department. The officials of the organization protested against any action being taken which should increase the fees paid by the country shippers.

Staunton, Ill.—Annan, Burg & Co., of St. Louis, will be incorporated under the name of Annan-Burg Milling Co., and will go into the milling business more extensively. The company has bot the mill, warehouse and eltrs. of the Illinois Mill & Eltr. Co., of this place. The company will overhaul the plant at once and add new machinery. It will have a capacity of 700 bbls.

Arrowsmith, Ill.—The village of Arrowsmith has bot suit against the Lake Erie & Western Ry. and T. H. Greenfield to enjoin the erection of a grain eltr. in a public highway, for which the latter has begun excavations. Mr. Greenfield's new 40,000-bu. eltr. will be equipped with Skillin & Richards machinery and a No. 9 Constant Corn Cleaner, 2 Hall Distributors and 2 eltr. legs with 12x6" cups.

Maroa, Ill.—The stock fire insurance company which held up payment of its \$2,500 policy on grain in the eltr. of the Maroa Eltr. Co., which was burned Feb. 19, on a technicality, has finally decided to pay the claim and a draft for the amount was received Apr. 20. Thru an oversight by the insurance company's local agent no written policy was issued in renewal of a policy which expired 5 days before the fire. The agent called upon the manager of the eltr. company and agreed to renew the policy for the same amount.

Barry, Ill.—The grand jury has been investigating the burning of the old eltr. of the Barry Milling Co., Feb. 14. The house was burned shortly before midnight, and the new eltr. was unharmed. The prosecution is said to be urged by A. J. Brown of Perry who had 6,000 bu. of wheat in store with the milling company at the time of the fire. When called before the grand jury recently, the manager of the milling company, W. A. Long, refused to answer on the ground that he

might incriminate himself. He also declined to produce the books and papers. The representatives of the milling company state that after Mr. Brown's suit against the company has been settled they will testify before the grand jury.

Greer (no p. o.), Ill.—Sam Finney will erect a 35,000-bu. eltr. at Greer, a new station on the Chicago Southern Ry., on plans made by Fred Friedline. The eltr. will be cribbed, iron-clad, with 2 stands of 15x7 legs, Western Sheller and Cleaner, 2 wagon dumps, B.S. C. Chain Drags, rope drive and manlift. Three of the bins will be suitable for either ear corn or small grain.

PROGRAM ILLINOIS MEETING.

The program of the Fifteenth Annual Convention of Illinois Grain Dealers Ass'n at Springfield, Ill., June 9th and 10th, 1908, is as follows:

Tuesday, 1:30 p. m.

Invocation, Rev. Euclid B. Rogers, Springfield.

Address of Welcome, Roy R. Reece, Mayor, Springfield; Nicholas Roberts, President Chamber Commerce, Springfield.

Response, Mr. A. G. Tyng, Peoria, Vice-Pres. Grain Dealers Nat'l Ass'n.

Address to Members, Mr. E. M. Wayne, Pres. Illinois Grain Dealers Ass'n, Delavan.

The Importance of Deep Water, Chicago to New Orleans, Gov. C. S. Deneen, Springfield.

Reading of the Minutes of the last annual convention.

Appointment of Committees.

Resolutions, Auditing, Nominations.

Questions for discussion:

At what time should interest on drafts drawn on consigned grain cease?

Should interest be paid on drafts drawn on grain sold shippers track?

Why should not the increase in weighing fees at Chicago last September be discontinued?

Is the Red Ticket as used at Buffalo detrimental to the Country Shipper?

Is the 1/2-cent commission as charged on corn sent to drier at Baltimore, just to the shipper?

Tuesday evening a session may be held.

Wednesday morning the Ass'n will be with the Entertainment Committee.

Wednesday, 1:30 p. m.

The Relation of the Railroad and Warehouse Commission to the Shipper, Hon. W. H. Boys, Chairman, Railroad and Warehouse Commission, Springfield. Illinois Corn Exposition, Springfield, Col. Mills, Springfield.

Questions for discussion:

Should not No. 3 corn be deliverable on speculative contracts at a 2-cent discount?

What allowance for natural shrinkage is fair in losses in transit?

Would Federal Inspection or Federal Supervision of Inspection of Inter-State grain be of benefit to the trade?

How best to Trace Grain Shipments?

Will the proposed rule at Chicago in regard to sampling cars of grain by the inspectors benefit the shipper?

Should not changes in terminal rules affecting shippers' interests, either as to grading or fees be submitted to Boards of Directors of Shippers Ass'ns before adoption?

Secretary's Report, S. W. Strong, Pontiac.

Treasurer's Report, H. I. Baldwin, Decatur.

Reports of Committees.

Resolutions, Auditing, Nominations.

Election of Officers.

INDIANA.

Phillips, Ind.—I am going to erect an eltr. here.—I. R. Stafford.

Fortville, Ind.—The Fortville Milling Co. contemplates erecting a small eltr.

Frankton, Ind.—Leroy Urnston has installed a 25 h.p. gasoline engine in his eltr.

Williamsport, Ind.—F. R. Miller is increasing the capacity of his eltr. from 50,000 to 100,000 bus.

Darlington, Ind.—I have bot the eltr. of Geo. M. Malsbary at this place and will not build.—W. B. Lynch.

Lochiel Sta., Fowler P. O., Ind.—I sold my plant at this place to the Lochiel Farmers Eltr. Co.—F. G. Barnard.

Goldsmith, Ind.—G. G. Davis' new eltr. at this place has been completed by the Burrell Engineering & Construction Co.

Moran, Ind.—A. O. Davis & Co. have bot the eltr. of D. S. Nees & Son thru John A. Rice and have taken possession.

Star City, Ind.—T. L. Reed & Co.'s warehouse was burned Apr. 27. Loss, \$1,100; insurance, \$500. His eltr. was not damaged.

Orestes, Ind.—W. R. Shaw has sold his coal business to Leroy Urnston of Tip-ton, Ind., and has taken charge of his eltr. at this point.

Pittsboro, Ind.—The Brumfield Bros. have no successors in the grain business. The burned eltr. was never rebuilt.—C. C. Hicks, railroad agt.

Hammond, Ind.—The Western Grain Products Co. is making extensive improvements to increase the capacity of its feed grinding plant one-third.

Remington, Ind.—The Remington Grain Co. will put in a new eltr. leg, a loading spout and make other changes which will improve its handling facilities.

West Baden, Ind.—The Ballard Milling & Eltr. Co., incorporated, capital stock \$20,000; directors, Edward Ballard, Harry Ballard and Oscar Grigsby.

North Manchester, Ind.—Mort Bros. will erect an eltr. and produce house. Building will commence as soon as the excavation under way is completed.

Indianapolis, Ind.—One of the speakers at the annual meeting of the Indiana Millers Ass'n at this city May 26-27 will be J. V. Zartman on "The Shipper versus the Carrier."

Kewanna, Ind.—We are going to put in a new large sheller, new stand of eltrs., driveway floor, conveyor and give the old machinery a general overhauling.—Huf-naugle & Gentner.

San Pierre, Ind.—C. A. Barricklow of Frankfort has bot the eltr. on the I. I. I. R. R. of Wm. Switzer thru John A. Rice. Owing to illness in his family he will rent it a few months.

Goodland, Ind.—An appraisal and blue prints of the 100,000-bu. transfer eltr. now owned by Rich Bros., are being prepared by Fred Friedline, who built the house in 1903 for the Hartley Grain Co.

Angola, Ind.—J. C. Fetter of Campbell & Co., has bot the eltr. at this place which was recently offered for sale, thru the failure of the former owner. Campbell & Co. will continue to operate the eltr.

West Lebanon, Ind.—We are to build a cob house; also a dust house away from the eltr., and will place a cob drag from cleaner to cob house. We took charge of this plant on the death of Harry Cook and made some repairs, placing 2 new

belts in legs, one for oats and the other for ear corn, put new cups on belts, made new spouting, new roof on eltr. and put in one new dump.—West Lebanon Grain Co., S. Erskine, Mgr.

Greentown, Ind.—On Apr. 28, at 10 o'clock p. m. our entire mill, eltr. cribs, office and scales were burned. Loss, about \$15,000; insurance, \$9,000. Will likely rebuild the eltr. only.—Jno. Holliday & Son.

Wellsboro, Ind.—Sam Finney contemplates doubling the capacity of his drier recently installed here. The house has recently been equipped with a B.S. Constant Manlift and a Friedline Radial Car Puller Sheave.

Lafayette, Ind.—J. T. Higgins, who has leased the Thompson Eltr., is installing belt conveyors, a new eltr. leg with 13x7" cups and adding a new corn crib. Machinery will be furnished by Skillin & Richards Mfg. Co.

Lagrange, Ind.—Home Grain Co., incorporated, capital stock \$10,000; directors, Charles E. Sears, B. Frank Greenwalt, James O. Grove, Frank J. Dimten and Christian G. Egly. The company will build, establish and equip grain eltrs.

Greensburg, Ind.—The Burrell Engineering & Construction Co. has just completed for us an ironclad, 30,000-bu. eltr., situated just north of our present eltr. "A." This will give us nearly 100,000 bushels storage capacity.—Garland Milling Co.

Free Sta., Fowler P. O., Ind.—Grogan & Harris have dissolved partnership. John Grogan bot the interest of D. E. Harrington and will have charge of the grain business, and Mr. Harrington will look after the grain interest at Otterbein.—John Grogan.

Cloverdale, Ind.—I am going to build an addition to my mill, to use as an eltr. on a small scale to handle wheat only. I will use one stand of eltrs. and one separator for wheat and some conveyors and hopper scales. The building will be 44 ft. by 12 ft. and 40 ft. high. I have bot some of my machinery.—J. W. Croxton.

Hagerstown, Ind.—H. C. Teeter, who has for the past four years been engaged in the milling and grain business here, has sold his mill and will return to the business of building and remodeling eltrs. Clark Bros., proprietors of the mill and eltr. operated by the Teeter Mill & Eltr. Co., are tearing down the old granary, and will use the material for a new addition to the mill.

Roby, Ind.—An explosion in the starch house of the American Maize Products Co. May 8 damaged the building and killed one man, Albert Swanson, and injured several others. The inner walls were blown into small fragments and the outer walls were shaken from their foundations. Starch dust floating in the air is supposed to have been ignited. The five other buildings of the plant escaped damage.

South Whitley, Ind.—O. Gandy & Co. are having Fred Friedline prepare plans for remodeling their transfer eltr. The improvements will include an addition 30x32 by 82 ft. high, with concrete foundation, galvanized iron siding and slate roof, and the equipment will embrace 1,400-bu. hopper scale, power shovels, car pullers, combined sheller, 1,500-bu. double receiving separator, two stands of eltrs., manlift, wagon dumps, receiving car sinks

of concrete, new steam power plant, and possibly a grain drier. The bin capacity will be 35,000 bus.

Rockville, Ind.—Our new eltr. is to be built to supplement our flour mill on the Vandalia R. R. The concrete foundation is now in. The bins are 12 in number, hopped bottoms, crib pattern and of 30,000 bus. capacity. A space of 25 ft. is allowed between mill and eltr. As all the handling and cleaning is to be done in the mill the eltr. will contain no machinery but the ends of two ironclad conveyors, to minimize fire risk. The eltr. machinery will have receiving and cleaning capacity of 500 bus. per hour, discharging to eltr. or to car. The eltr. is intended only for wheat, coarse grains being handled in a separate department.—Rohn Bros.

Indianapolis, Ind.—We had a very interesting meeting at Piqua. The matter was gone over thoroly, and I think it was the sense of the meeting, that the rates as they now exist are about as equitable as they can possibly be made and that Chicago, or no other terminal, has any marked advantage over the other. There was a slight discrepancy in the Chicago out billing, on account of the differences in rates from the West, but that has been corrected by lowering the rates west of the river and raising the Ill. rates $\frac{1}{2}$ c, taking out all the difference except $\frac{1}{2}$ c—as it was $\frac{2}{3}$ c before or about $\frac{1}{3}$ c per bushel on corn. It came about in this way: they would use the western billing for their export grain, and of course get the 13c export rate; they would save the cheap Ill. billing for their domestic grain, but that has been done away with now by making the billings correspond within $\frac{1}{2}$ c. I think it was apparent to all present that any concessions terminals may have in the matter of reconsigning, 6 months storage, etc., all benefit the country shipper just as much as they do the city receiver, as the competition between the markets causes the receivers to pay the price for grain accordingly.—J. M. Brafford, Sec'y Ind. Grain Dealers Ass'n.

IOWA.

Rutland, Ia.—E. T. Montgomery has succeeded Chumley & Martin.

Granville, Ia.—The Granville Co-operative Grain Co., incorporated, capital stock \$25,000.

Fort Dodge, Ia.—The oatmeal mill of the Great Western Cereal Co. has been closed indefinitely.

Mediapolis, Ia.—Foster Bros. have the foundation for their new warehouse and grain eltr. about completed.

Leverett Sta., Marathon P. O., Ia.—J. A. Wagner has taken charge of the eltr. of the Wheeler Grain & Coal Co.

McCallsburg, Ia.—The Farmers Eltr. Co. has been organized by Jos. Miller, Sam H. Twedt, Bert Baumgardner and others.

Davenport, Ia.—The local plant of the Corn Products Co. was closed May 1 on account of the high price of corn, and selling conditions.

Griswold, Ia.—Turner Bros., of Cumberland, Ia., have let the contract to the Younglove Construction Co. for the erection of an eltr. at this place.

Napier, Ia.—Fred G. Behling, of Jordan, has bot the eltr. at this place of J. M. Johnson & Co. He will remodel the plant and put in a new engine and sheller.

Council Bluffs, Ia.—The Trans-Mississippi Grain Co. contemplates the addi-

tion of 500,000 bus. storage to its eltr. this summer, to be of reinforced concrete construction.

Kalona, Ia.—Palmer & Co. have succeeded Palmer & Hasty with additional capital. The firm is composed of E. L. Palmer, of old firm, J. A. Fry and Jno. Frank.—Palmer & Co.

Hillsboro, Ia.—Pitt Plumer, a grain buyer at this place, recently had the misfortune to break the large bone of his leg, between the knee and ankle, while alighting from a train.

Jefferson, Ia.—F. B. Miller, of Linden, Ia., has been chosen as local manager of the Neola Eltr. Co. L. E. Munsinger, former manager, will go on the road for the company as traveling auditor.

Lone Tree, Ia.—D. M. Riggs is having a Richardson Automatic Scale, two Burrell eltr. boots and one manlift installed in his eltr. The contract for the machinery was let to the Burrell Mfg. Co.

Paton, Ia.—A farmers eltr. company has been organized here. Wm. Pemble, pres.; and C. R. Clark, vice pres. The company has bot the eltr. of J. S. Williams, and he will be manager of the eltr.

Fontanelle, Ia.—Dunlap & Welch have let the contract to the Younglove Construction Co. for the erection of an eltr. They will install a 16 h. p. gasoline engine, and 1,000-bu. Avery Automatic Scale.

Coon Rapids, Ia.—The liabilities of D. J. Jenks, who failed recently, have been erroneously stated at \$50,000. C. A. Jenks of D. J. Jenks & Son states that the total liabilities unsecured will reach \$15,000.

Chatsworth, Ia.—I sued a farmer who defaulted on delivery of 700 bus. oats, for the 13 cents difference per bushel, and he had to "dig up" the amount, with costs. I had a written contract with him.—Frank Wakeman.

Enumetsburg, Ia.—The Royal Lumber Co. has bot the coal and grain business at this place and Rodman, of J. R. Moore. The eltrs. and other buildings have been bot also. Mr. and Mrs. Moore intend going to Colorado in August.

Davenport, Ia.—Alvin Shilling has bot suit against the Davenport Malt & Grain Co. to recover \$5,000 damages for injuries alleged to have been sustained July 26, 1907, while in the company's employ. The suit has just been settled.

Keokuk, Ia.—We are repairing our terminal eltr. here, and putting in new elevating machinery of heavier and more modern construction, including power. The Younglove Construction Co. is doing the work.—O. A. Talbott Co.

Des Moines, Ia.—The Des Moines Eltr. Co. has bot suit against the Minneapolis & St. Louis R. R. Co. to recover \$1,500 damages for failure to furnish cars for the shipment of grain in eltr. at Callender, Clare and Pioneer, Ia. The grain spoiled while awaiting shipment.

Dillon, Ia.—We have bot the eltr. at this place of C. B. Johnson and are making repairs. It was an old fashioned eltr. with small cups and a horse power. We are putting in 11-in. cups and a gas engine. We are increasing the capacity 3,000 bus.—A. W. Coppock, mgr. Dillon Farmers Eltr. Co.

Whiting, Ia.—The eltr. of F. E. Smith, which was burned Mar 5, will be rebuilt by J. C. Spangler, to be completed by July 1. It will be 32x39 ft. on the ground, 46 ft. high to the square, with

a total height of 75 ft. The eltr. will be up-to-date in every respect and its machinery will be the most improved. It will have a capacity of 40,000 bus.

Sibley, Ia.—The Farmers Co-operative Eltr. Co., incorporated, capital stock \$30,000; officers, C. W. Sollitt, pres.; Jess Truckenmiller, vice pres.; Frank Kennedy, treas. The company will either buy the eltr. of A. W. Harris & Co. for \$6,500 or the Sibley Mill Co.'s eltr. for \$5,500, or L. B. Spracher & Son's at \$7,000.

Davenport, Ia.—The lease that was held by A. C. Tobias on the Finch & Howard eltr. has been transferred thru D. H. Stuhr to Park W. McManus. The eltr. will be operated under the name of the Interior Grain Co. and will be used as a terminal and cleaning station. It has a capacity of 25,000 bus. Park McManus will continue his brokerage business in the McManus bldg. as heretofore.

KANSAS.

Mayfield, Kan.—The Farmers Eltr. Co. is out of business.

Ingalls, Kan.—R. J. Goddard will erect an eltr. of 10,000 bus. capacity.

Fowler, Kan.—J. B. McClure, of Emporia, is planning to erect an eltr.

Wamego, Kan.—I have bot an eltr. at Wamego.—J. W. Machin, of Dorrance.

Kismet, Kan.—The Kismet Farmers Grain & Eltr. Co. is being organized, capital stock \$10,000.

Gypsum, Kan.—We will put in an automatic scale and remodel dumps.—Gypsum Valley Grain Co.

Fremont, Kan.—The Lindsborg Milling Co., of Lindsborg, has bot the eltr. of the Thorstenberg Grain Co.

Langdon, Kan.—We have bot the Hoffman eltr.—A. R. Dodge, mgr., the Langdon Independent Grain Co.

Danville, Kan.—The Aetna Milling Co. has let the contract to Wm. W. Lockwood to move and rebuild its eltr.

Argonia, Kan.—The Hunter Milling Co. has let the contract to Wm. W. Lockwood for the erection of an eltr.

Wellington, Kan.—The Aetna Mill & Eltr. Co. has let the contract to Wm. W. Lockwood for the erection of an eltr.

Burrton, Kan.—The H. C. Grain Co.'s eltr., which was burned Apr. 8, will be rebuilt. W. D. Edwards has the contract.

Salina, Kan.—Taylor Miller will reopen his eltr. in the near future. The eltr. has been closed for the past three years.

Protection, Kan.—The Farmers Grain, Flour & Coal Co. is having an eltr. built by C. A. Lowe, to be completed by July 1.

Neosho Falls, Kan.—Finney & Son's eltr. is about completed. They have bot a gas engine which will soon be installed.

Isabel, Kan.—The Farmers Grain & Live Stock Ass'n has bot the eltr. here of Ed. Boots. J. S. Lanning was elected manager.

Cimarron, Kan.—O. D. Lemert, who has been in the grain, stock, flour, feed and coal business at this place for the past 21 years, will retire.

Palco, Kan.—The Western Star Mill Co., of Salina, Kan., has put up a first class grain eltr. at this place, on the U. P. C. branch. It has a capacity of 20,000

bus., and is equipped with a 20-h. p. gasoline engine, corn sheller and cleaner and a Richardson Automatic Scale.—Ex. Rogers, mgr.

Kansas City, Kan.—Harry and Roy Barber were before the juvenile court Apr. 27 on the charge of stealing grain from the Frisco railroad yards.

Pittsburg, Kan.—The office of the Pittsburg Grain Co. was broken into Apr. 26. The safe had been tampered with, but nothing was taken but 48 burlap sacks.

Olathe, Kan.—L. E. Hancock and Ed. Saunders have bot the Pettigrew's eltr. and will buy and sell all kinds of grain. F. F. Murray is the manager of the new company.

Atchison, Kan.—Our Santa Fe Eltr. is leased to the Atchison Oatmeal & Cereal Co., which operates it solely in the manufacture of cereal products.—Agt. Santa Fe Ry. Co.

Wichita, Kan.—Alvan Harbour, who for a number of years represented T. H. Bunch in Oklahoma, is now in charge of the wheat department of the Kansas Milling Co.

Talmage, Kan.—The Farmers Eltr. Co. has let the contract for the erection of an eltr. to cost \$5,000, which is to be completed by July 1. It will have a capacity of 25,000 bus.

Chase, Kan.—The Central Kansas Milling Co., of Lyons, will build a 20,000-bu. eltr. here on the Santa Fe. It will be 30x34 ft. and have two dumps, with concrete foundation.

Langdon, Kan.—The Farmers Grain Co. at this place will install an automatic scale and gasoline engine and make some other improvements before the moving of the fall crop.—J. A. Lyon.

Nickerson, Kan.—Russell & White are preparing to erect a 10-ton alfalfa mill here. The contract has been let for the mill. Arrangements will be made to handle the alfalfa from the field without baling.

Summerfield, Kan.—The Craven Grain Co. has let the contract to G. H. Birchard for the rebuilding of a 20,000-bu. eltr. It will be equipped with a gasoline engine, sheller, cleaner and hopper, and the entire building will be covered with galvanized iron.

Mayfield, Kan.—The Hunter Milling Co., of Wellington, Kan., has let the contract to Wm. W. Lockwood for the erection of a 7,000-bu. eltr. The Winfield Roller Mills have let the contract to Wm. W. Lockwood for the rebuilding their two eltrs. here.

Wichita, Kan.—The state railroad commissioners held a hearing recently on the complaint of the Stevens-Scott Grain Co. against the Orient Ry. for its excessive switching charge of \$2 per car on grain to the company's eltr. The road makes no charge for switching cars of cattle.

Topeka, Kan.—An alleged bucket-shop operator named Chas. F. Garrett recently was fined \$500 and given 90 days in jail by the Brown county court, and has taken an appeal to the supreme court, not relishing the jail sentence. The validity of the bucket-shop law will be given a test.

Marysville, Kan.—The eltr. of the Midland Eltr. Co. was badly damaged by fire Apr. 28. Fred Cockerill, local manager of the company, was working in one of the bins and the lantern which he was using exploded. He was badly burned on one arm and was barely able to es-

cape from the bin. The eltr. contained about 4,000 bus. of grain which was almost a total loss. Loss on building and grain \$4,000; partly insured.

Wichita, Kan.—The Union Grain & Commission Co., incorporated, capital stock \$10,000; incorporators, A. W. Ellwood and R. R. Sherer, formerly of Preston. The company has taken offices on the second floor of the Sedgwick building. Both are members of the Board of Trade.

Bucklin, Kan.—Mr. Jennings, of Macks-ville, has bot the coal sheds, coal and grain business at this place of L. M. Taylor, also the site which Mr. Taylor bot near the railroad track for an eltr. He has started the erection of the eltr. W. O. Gates has the contract. It will have a capacity of 25,000 bus.

Bluff City, Kan.—The Farmers Eltr. Co. are experiencing some of the trials that beset all business; they have done business and lost money. It is nearly always the case that those out of business imagine that the business man has a mint. But getting into the game often cures the delusion.—Bluff City News.

Norcatour, Kan.—J. M. Sewell Grain Co., of Hastings, Neb., has let the contract for the erection of a 10,000-bu. eltr. of stud construction, with concrete foundation and heavy paving, to G. H. Birchard. It will be equipped with a gasoline engine, wagon hopper scale and a No. 33 Barnard & Leas Separator.

Topeka, Kan.—The Taylor Grain Co. is now out of business, the property being taken over by the Kaw Milling Co., and we are prepared to do a regular grain and milling business. We are giving the building an overhauling, but are not changing the storage capacity, which is now 350,000 bus.—The Kaw Milling Co.

Minneapolis, Kan.—We are erecting a modern alfalfa mill which will be completed and running by June 1. The mill is to be of the Newton type and we have installed a 100-h. p. gas producer engine and can grind 30 tons of alfalfa a day. We do a general grain, coal and feed business.—Farmers Eltr. & Alfalfa Milling Co., J. R. Chapin, Mgr.

Leavenworth, Kan.—The Collins-Legler Hay, Grain & Eltr. Co. is a new firm which has moved an eltr. here with a capacity of 25,000 bus. and has bot four lots on which is a brick warehouse 100 ft. long and 47 ft. high, which will be used as a store room for baled hay. Chas. Royd has the contract for erecting the eltr., which will be completed by July 1. The eltr. will cost \$20,000.

Wichita, Kan.—Lewis Martin, foreman in charge of the Nevling Eltr. Co.'s plant, recently had his right arm badly torn while cleaning out a choke-up in an eltr. leg. While he was reaching into the casing the machinery started. His cries for assistance brot two of the employees, who removed him to the office and called a physician. Mr. Martin is 40 years of age and an experienced elevator operator.

Humboldt, Kan.—We are building an eltr. here, adjoining the A. T. S. F. railway, with a capacity of about 80,000 bus.; but we expect to handle a mill and transit business here. The Dickinson Bros., consisting of A. G. and F. W. Dickinson, who have been doing business as a partnership have merged their firm into a corporation called the Dickinson Bros. Grain & Hay Co. with a capital stock of \$60,000. The new company will take over all the hay business of the firm and the eltrs. at Collinsville and Owasso, Okla.

The officers of the company are F. W. Dickinson, pres.; W. A. Byerly, vice pres.; and A. G. Dickinson, sec'y and treas.—The Dickinson Bros. Grain & Hay Co.

Topeka, Kan.—The following applications for membership in the Kansas Grain Dealers Ass'n have been received by Sec'y Smiley recently: J. N. Hinshaw, Plevna; Hinshaw & Lewis, Plevna; Humburg Lumber Co., Bison; L. M. Krause, LaCrosse, Kan.; Farmers Gr. & Supply Co., Hoisington; G. G. Weichen & Co., Bison; Philip Ochs, Jr., Bison; St. John Eltr. Co., St. John, Kan.; Holyrood Milling Co., Holyrood; J. M. Kendall, Ransom; J. A. Graham, Ransom; Hudson Grain & Supply Co., Hudson; Macks-ville Lumber & Gr. Co., Macksville; Cheney Mill Co., Cheney; Kingman Milling Co., Kingman; Turon Milling Co., Turon; P. H. Pelky Construction Co., Wichita; Norris & Anderson, Maize; Ratcliff Bros., Cunningham.

KENTUCKY.

Louisville, Ky.—Councilman Krebs contemplated introducing an ordinance against the operation of bucket-shops.

Fulton, Ky.—The Farmers Gin & Grain Co., incorporated, capital stock \$10,000; incorporators, G. B. Wilson, of Hickman, P. M. McKee, of Wingo, and others.

Boston, Ky.—Boston Mills Co., incorporated, capital stock \$15,000; directors, Wood Crady, pres.; L. L. Harned, vice pres.; and E. E. Perry, superintendent. The company will erect an eltr. with a capacity of 20,000 bus.

Nicholasville, Ky.—J. S. C. Bronaugh has sold his business to Messrs. John R. Williams, C. E. Ewing, T. C. and W. B. Glass. The firm will still be known as the Star Milling Co. Mr. Bronaugh started in the grain and milling business twenty-one years ago and retired on account of his health.

Louisville, Ky.—The installation of the big Hess Drier for the Kentucky Public Eltr. Co. has been completed by the Witherspoon-Englar Co., whose men left the job May 4, after having put in transfer belts top and bottom to and from the bins of the old house so that the drier can be operated independently with any part of the house. The drier has a capacity of 1,000 bus. per hour and is housed in a building of brick, steel and concrete.

LOUISIANA.

Chalmette Sta., New Orleans P. O., La.—We have just finished rebuilding our conveyor, which was blown down Dec. 7, '07. The work was done by the Macdonald Engineering Co.—Jno. Lewis, Chalmette Eltr.

New Orleans, La.—H. T. Lawler Milling & Trading Co. is having plans prepared by Mackenzie & Biggs for a reinforced concrete eltr., warehouse and grain tank with a capacity of 200,000 bus.; warehouse 10,000 bbls.

New Orleans, La.—Grain exports from New Orleans from Sept. 1 to May 1 amounted to 4,665,696 bus. of wheat, 3,786,154 bus. of corn, no oats and no barley, compared with 4,137,916 bus. of wheat, 6,950,896 bus. of corn, 65,000 bus. of oats and 12,600 bus. of barley from Sept. 1 to May 1 a year ago, as reported by W. L. Richeson, chief grain inspector, New Orleans Board of Trade.

MARYLAND.

Salisbury, Md.—Wm. M. Cooper & Bros. have engaged in the general brok-

erage business, handling grain, hay and feed.

Baltimore, Md.—Chas. England has been elected a director of the Eutaw Saving Bank.

Baltimore, Md.—The firm of Blake & Farrar has been dissolved. D. L. Farrar has taken over the business.—Blake & Farrar.

Baltimore, Md.—Joseph O. Foard, pres. of the Joseph R. Foard Co., died at his home Apr. 29, at the age of 91 years. Death was due to the infirmities of old age. He was a member of the old Corn and Flour Exchange.

MICHIGAN.

Howell, Mich.—G. E. Taylor, of Lansing, has bot the eltr. at this place of A. J. Keary.

Battle Creek, Mich.—McLane, Swift & Co. has increased their capital stock from \$25,000 to \$75,000.

Detroit, Mich.—The Larowe Milling Co., formerly of New York, has taken offices in the Ford bldg.

Grass Lake, Mich.—We recently bot the Grass Lake Flour Mills and converted it into an eltr. for grain and beans, and have been operating it since Apr. 1.—Grass Lake Eltr. Co.

Saginaw, Mich.—Henry W. Carr, formerly mgr. of the Saginaw Milling Co., has organized the Henry W. Carr Co., sales agents for Michigan eltrs. and shippers of farm products.

Lapeer, Mich.—R. Turnbull & Sons have bot the site of the R. G. Hart eltr. and the Star Mills will be moved there. The buildings will be enlarged and remodeled and a first class eltr. will be started.

Ithaca, Mich.—Clarence A. Croel, of Collins, is the new general manager of the Independent Eltr. Co. He owns an eltr. at Collins. He has recently purchased new machinery to be installed in the eltr. here.

MINNESOTA.

Hawley, Minn.—The farmers met May 2 to organize a company to erect an eltr.

Deer Creek, Minn.—S. M. Rector will take charge of the eltr. at this place of Andrews & Gage.

St. Paul, Minn.—The wife of George S. Loftus, of the Loftus-Hubbard Eltr. Co., died April 28.

Callaway, Minn.—T. Nelson has resigned his position as manager of the eltr. of the Homestead Eltr. Co.

Kerkhoven, Minn.—The Kerkhoven Farmers Eltr. Co. is being organized here. The company will buy or build an eltr.

Beardsley, Minn.—C. B. Westfall, who was engaged in the grain business here, has filed a petition in bankruptcy.

Mankato, Minn.—The Gopher State Malting Co., recently incorporated, has succeeded the Mankato Malting Co.

Dumont, Minn.—Simpson & Quast, of Wheaton, have bot the eltr. of D. A. McDonald at this place.—M. F. Birdseye, agt. Monarch Eltr. Co., Wheaton.

Park Rapids, Minn.—The Park Rapids Mill & Eltr. Co., recently incorporated, takes over my mill and eltr. here. We have not as yet decided about other eltrs.—L. H. Rice.

Rochester, Minn.—The Great Western R. R. has appealed to the district court on the order by the state railroad com-

mission requiring it to build a side track to the plant of the John A. Cole Milling Co.

Swanville, Minn.—Mr. Kruger has taken charge of the eltr. of the Monarch Eltr. Co. Mr. Bertrand, who has had charge of the eltr., will leave for Stewart, Minn., where he will take charge of the eltr. there for the same company.

Butterfield, Minn.—The Plymouth Eltr. Co. has closed its house here until the return of Agent L. Luikens from Le Mars, Ia., where he was the successful bidder on the construction of 1,550 feet of city sewer, a job that will last him until July.

St. Paul, Minn.—The state railroad and warehouse commission gave a hearing recently on the request of the hay shippers for additional free time on cars of hay reinspect. The Northern Demurrage Bureau has refused the concession, and is paying no claims under the reciprocal demurrage law enacted last year.

Wheaton, Minn.—Our new house here which is under way is of 50,000-bu. capacity, 30x42 ft., 76 ft. high, cribbed and is modern thruout, including man lift, cleaner and weighing out equipment. It has galvanized steel covered roof and sides. We have built a new coal shed 42x70 ft. with a drive-way thru the center and cement floors thruout, also a flour and feed house 16x32 ft.—M. F. Birdseye, agt. Monarch Eltr. Co.

Eden Valley, Minn.—We are building a 25,000-bu. capacity eltr. located 73 miles west of Minneapolis on the main line the Soo railroad. We put in a 6 h. p. gasoline engine with a 6-ton dump scale. We are known as the Eden Valley Farmers Eltr. Co., incorporated for \$10,000; with Thos Coulter, pres.; Jno. Westrup, vice pres.; and John L. Werdin, general manager, who has charge of the building and will run the house.—Eden Valley Farmers Eltr. Co.

Herman, Minn.—A test of the Minnesota reciprocal demurrage law will be made in the suit of B. E. Corey & Co. of this place against the Great Northern Ry. Co. to recover \$131 for failure to supply cars. In October plaintiff made application for several cars for the shipment of hay to Minneapolis, but the road failed to set them out in the time provided by the law and plaintiff seeks to recover \$1 per day for each car failed to be furnished. In its answer the road alleges that it is engaged in interstate transportation, and operates its entire system as a whole; that it cannot make any fixed and arbitrary division and apportionment of its cars between the several parts or points of its system, but must distribute them fairly and indiscriminately and according to the demands of traffic in each state. It also says that to comply with the demurrage law as to intrastate business would operate as a discrimination against persons desiring cars for the shipment of commodities and property in interstate commerce. The road also contends that the demurrage law is unconstitutional and void in that it attempts to regulate interstate commerce.

OUR MINNEAPOLIS LETTER.

We contemplate making usual repairs.—Delmar Eltr. Co.

Not a single bucket-shop is now running in Minneapolis.—G. H. Daggett.

J. A. Canfield, manager of the feed department of Woodworth & Co., was married Apr. 29.

The Pettijohn Pure Food Co. is erecting a cereal mill on the Milwaukee tracks

and the feed department is ready to run now.—E. J. Small.

The Minneapolis Cereal Co. has ordered machinery to double its capacity for the output of flaked rye.

John Dunnett, of John Dunnett & Co., a member of the Chamber of Commerce, died at his apartments at the Plaza hotel Apr. 26, of apoplexy.

We are putting in an extra steam boiler to supply steam and power needed to scerve new plants built last season adjoining our eltr.—Electric Steel Eltr. Co.

The Gould Eltr. Co. is defendant in a suit for \$15,000 damages brot by Pat W. Cannon, a carpenter, for personal injury sustained in a fall from a scaffold alleged to have been defective.

The Barnett & Record Co. is defendant in a suit brot by Hans D. Brudevik to recover heavy damages for personal injuries sustained while at work on an eltr. at Manitou, N. D. The company is protected by liability insurance.

Fines of \$15,000 each and two years in prison were the penalties imposed by the federal court Apr. 25 upon Frank E. Holiday, Herbert F. Robinson and John L. Layne, formerly associated with E. A. Vaughan in a get-rich-quick wheat swindle.

With a view to avoiding congestion of the May option on the Chamber of Commerce several of the leading milling companies recently gave notice that they would accept No. 2 northern wheat on May and July contracts at a reasonable discount, in place of No. 1 northern, the available quantity of which is very small.

MISSOURI.

Frederickstown, Mo.—The Madison County Milling Co. will soon start the erection of a 20,000-bu eltr.

Gilliam, Mo.—Cliff Goodwin, of Marshall, Mo., has bot the mill and eltr. of the William Pollock Milling & Eltr. Co.

St. Louis, Mo.—W. H. Alcock, who has been the representative of a Minneapolis firm at this market, has returned to Chicago.

Diamond, Mo.—Clary & Love have started the erection of a warehouse and eltr. on the site formerly occupied by their old warehouse.

Kansas City, Mo.—F. E. Renson Coal & Grain Co., incorporated, capital stock \$15,000; incorporators, F. E. Renson, S. E. Renson and Sarah Renson.

St. Louis, Mo.—We have under consideration a proposition to build a concrete transfer house at St. Louis.—Hughes Warehouse & Eltr. Co., Nashville, Tenn.

Armstrong, Mo.—The Glasgow Milling Co. is having a new eltr. erected under the supervision of Wm. Pollock. It will have improved appliances for handling grain.

Springfield, Mo.—Work is progressing rapidly on the new 150,000-bu. grain eltr. being erected for the Queen City mills by the Springfield Planing Mill & Lumber Co.

Jefferson, Mo.—The supreme court heard argument Apr. 30 on the validity of the grain weighing law enacted by the legislature last year. A decision is expected in six weeks.

Memphis, Mo.—J. W. Bence has the foundation completed for the erection of an eltr. It will have two large storage bins, each holding 2,000 bus. The eltr. will handle 6,000 bus. of grain per day.

Charleston, Mo.—We have abandoned, temporarily, the construction of an eltr. We are having some trouble in finding a suitable location. We expect, however, to be in the grain business right along.—O. F. Goodin Grain Co.

St. Louis, Mo.—At their meeting May 1 the traffic officials of the railroads failed to reach an understanding that would permit the elimination of the grain arbitrators and the question will be considered at another meeting May 17.

Kansas City, Mo.—On Apr. 30 the partnership of Waldron & Evans was dissolved, Mr. Evans withdrawing. The Waldron Grain Co. will be the successors and will collect all bills, and pay all obligations outstanding.—Waldron Grain Co.

St. Louis, Mo.—Hunter Bros. Milling Co. has sold its mill at Edwardsville, Ill., and will devote its entire attention to the feed business, under the management of E. C. Dreyer and J. W. Cohn, E. O. Hunter having retired to enter the chicken feed business.

St. Louis, Mo.—Commissioner Coyle of the Business Men's League Freight Bureau announces that the Wabash has discontinued the assessment of car rental in addition to the local switching charge. The switching charge will be subject as maximum to Missouri distance scale rate on commodities and for distance actually hauled.

Kansas City, Mo.—Owing to a difference of opinion and interest in the membership the directors of the Kansas City Board of Trade took a vote on the question of making complaint to the Interstate Commerce Commission against the rates on grain to the southeast. The vote was 96 for readjustment and 44 against, so that the complaint will go forward. The opposition feared that if successful in getting an increase in the differential between Kansas City and Omaha to the southeast Omaha would retaliate by procuring a differential against Kansas City on shipments to Minneapolis, and that what Kansas City gained in the southeast would be offset by a loss in shipments from Nebraska thru Kansas City to the northeast.

St. Louis, Mo.—At the smoker and reunion in celebration of the paying off of the Merchants Exchange mortgage May 7, one of the most interesting entertainments was a series of 100 stereoscopic pictures of different members of the exchange in characteristic poses. Pres. Devoy came first, depicted as pushing a wheelbarrow of coal. Vice-Pres. Edward Scharff was up to his neck in the river, clinging to the motto, "Fourteen Feet Through the Valley." Vice-Pres. Manning W. Cochrane was shown as Apollo Belvidere. Sec'y George H. Morgan was paving Pine street. Mr. Devoy reviewed the history of the exchange, how it at one time occupied the basement of a church. Walker Hill told a story. Manley G. Richmond and Sec'y Morgan made addresses. The celebration was thoroly well enjoyed by the 700 members present.

MONTANA.

Fallon, Mont.—D. Hauson contemplates the erection of an eltr.

Belt, Mont.—Sherwood & Sutherland, representing the Royal Milling Co. of Great Falls, are making arrangements for the erection of an eltr here. The construction will be started in about 60 days and it will cost about \$10,000.

Manhattan, Mont.—We have been thinking of building an eltr. here the same as we have at Belgrade, the capacity of that one is 100,000 bus. It is a modern one with all modern machinery. We also have one at Bozeman, capacity 85,000 bus. I am not sure that we will build the third one here this summer or wait until next year.—John Verwott, Gallatin County Farmers Alliance.

NEBRASKA.

St. Paul, Neb.—The Farmers Grain & Supply Co. has been organized.

Wilber, Neb.—Mr. Ewart has bot the eltr. at this place from Hopkins-Goodell Co.

Hemingford, Neb.—I intend to build an eltr. this summer in this locality.—E. S. Wildy.

Wabash, Neb.—T. H. Cromwell has succeeded J. M. Ward.—Warren T. Richards.

Martel, Neb.—I will enlarge the capacity of my eltr. from 6,000 to 12,000 bus.—S. S. Griffin.

Crete, Neb.—The Farmers Eltr. Co. is being organized here. Over \$10,000 has been subscribed.

Blue Springs, Neb.—The Farmers Eltr. Co. has increased its capital stock from \$10,000 to \$25,000.

Adams, Neb.—The Farmers Grain & Supply Co., incorporated, by Godfrey Marti, pres., and Gustave Lenz, sec'y.

Ainsworth, Neb.—The Excelsior Lumber Co. has started the erection of another eltr. It has a capacity of 50,000 bus.

Neligh, Neb.—The Atlas Eltr. Co. has recovered judgment against G. W. Woolley for \$230 on a contract to deliver oats.

Omaha, Neb.—The Missouri State Board of Agri. has heartily indorsed the National Corn Exposition to be held here.

Aurora, Neb.—T. M. Scott, treas. of the new Farmers Eltr. Co., has received bids for the erection of an eltr. to cost \$6,000.

Crete, Neb.—The Ewart Grain Co., of Lincoln, Neb., has bot the eltr. of the Hopkins-Goodell Co. at this place and Kramer and will take possession soon.—M. J. Wagey.

Bartley, Neb.—We will rebuild our house at this place and will install a new Foos engine. The house will have a capacity of 6,000 bus. and is on the B. & M. R. R.—J. R. Sike, agt. Duff Grain Co.

Maxwell, Neb.—Chas. F. Iddings, of North Platte, Neb., has let the contract to G. H. Birchard for the erection of a 10,000-bu. eltr. It will be equipped with a gasoline engine, wagon and hopper scale and feed mill.

Nebraska City, Neb.—The suit of the Paul Schminke Co. against W. S. Holden was decided by the district court recently in favor of defendant and will be appealed to the supreme court. Ed. Holden, son of W. S. Holden, disposed of all

grain in the eltr. except three cars which the father claimed and shipped out after his son had fled. The cars shipped by the father were attached by creditors.

Lindsay, Neb.—The Nye Schneider Fowler Co. will rebuild its eltr. which was burned recently. It will have a capacity of 30,000 bus., and will be cribbed and equipped with a gasoline engine, automatic scales.

Pleasant Dale, Neb.—The eltr. of the Nebraska, Iowa Grain Co. at this place has been recently completed by the Younglove Construction Co. An Avery Automatic Scale has been installed with a capacity of 1,000 bus. per hour.

Kearney, Neb.—The W. H. Roe Seed, Feed & Grain Co. has disposed of its seed, feed and grain business and rented the mill and eltr. to the Kearney Feed & Grain Co., which is composed of John W. Peterson and Karl Hawthorn.—W. H. Roe.

Murray, Neb.—We intend to build an eltr. with a capacity of 15,000 to 20,000 bus. this summer, on the M. P. R. R., as soon as we can get a site. We will put in the latest machinery and have an up-to-date plant.—W. H. Puls, sec'y Murray Farmers Eltr. Co.

Omaha, Neb.—One giving his name as A. W. Bowman gave orders to 5 brokers and 2 bucket-shops recently to sell 5,000 or 10,000 bus. of corn short, accompanying the order with a bogus check for \$150. He then disappeared, leaving the brokers a loss of \$100 to \$200.

Red Willow, Neb.—The Red Willow Shipping Co. has let the contract to G. H. Birchard for the erection of a 25,000-bu. stud constructed eltr. with concrete foundations and paving, galvanized iron cover, 10-h. p. engine, wagon and hopper scales and Barnard & Leas Separator.

Ayr, Neb.—I have sold the eltr. site at this place to the Uplike Grain Co. of Omaha, Neb., and they will rebuild on the present site an up-to-date eltr. with all modern machinery. They hope to have the eltr. ready to receive grain by the middle of July. I have engaged in the real estate business.—J. H. Pope.

Omaha, Neb.—The Uplike Grain Co. is having plans prepared for 1,000,000 bus. of reinforced concrete storage to be erected in connection with its present house at South Omaha. Construction will begin in June if the prospects for the growing wheat crop in Nebraska are good at that time.

Lincoln, Neb.—We have just purchased all of the grain eltrs., coal sheds and business of the Hayes-Eames Eltr. Co. on the Burlington line and transfer will be made at once. We will operate all of the 18 houses except three or four points, where we already were equipped.—Yours, Central Granaries Co.

Ashland, Neb.—E. J. Rose Grain Co. has let the contract to G. H. Birchard for the erection of a 25,000-bu. eltr. with a concrete foundation and paving, to be equipped with a 12 h. p. gasoline engine, 1,000-bu. automatic scale, a Barnard & Leas Separator, two stands of eltrs., two wagon dumps, passenger lift and rope transmission.

Shelton, Neb.—We have organized a farmers eltr. company here, and the company will erect an eltr. with a capacity of 30,000 bus. It will be cribbed, with a galvanized corrugated iron covering, scales, man lift and all other conveniences and run by a gasoline engine. The eltr. will have a concrete foundation, cemented all over the bottom with con-

crete and we expect it to be rat proof. The capital stock is \$20,000. It is located on the main line of the U. P. R. Co.—Jos. Franks.

Firth, Neb.—The mill and eltr. of the Firth Roller Mills were burned May 1 at 10:30 p. m. Loss \$30,000. The loss includes 25,000 bus. of corn, 20,000 bus. of wheat, and four carloads of ground feed. The fire is supposed to have started from a hot box in the top of the mill. The property is owned by McElvane & Damrow.

Unadilla, Neb.—The Farmers Eltr. Co. has let the contract to G. H. Birchard for the erection of a 30,000-bu. cribbed eltr. on heavy concrete foundation and paved thruout. The entire building will be covered with galvanized iron. It will be equipped with a 10 h. p. gasoline engine, Barnard & Leas No. 34 Separator, passenger lift, wagon and hopper scale and rope transmission.

Lincoln, Neb.—The Lincoln Grain Co. reports only 1 car of grain shipped from Verona this year where it should have had 90 to 100 cars. The agent's pay has been cut in consequence from \$50 to \$30 per month, and he is permitted to use part of his time in some other way to earn additional income. The pay of the agent at Milligan has been reduced from \$60 to \$50 per month. It is thought that full pay will be resumed July 1. The Central Granaries Co. has closed 6 of its 60 houses until the new crop comes on.

Lincoln, Neb.—Senator Sibley's complaint against the Burlington, alleging that its grain rates are exorbitant, was taken up by the state railroad commission Apr. 28. E. J. McVann, sec'y of the Omaha Grain Exchange, testified showing by a table of statistics the railroads, especially the Burlington, hauled grain to Kansas City cheaper than to Omaha, tho in all the instances he mentioned the exception of one town the distance to Kansas City was greater. Attorney Kelby of the Burlington tried to get the witness to say this was due to the competition with shorter lines, but McVann would not admit this. It is the opinion of the railroad men that the shippers want better service, rather than lower rates, and the commission was informed that the railroads are ready to get together with the complainants at any time and adjust differences satisfactorily. The hearing was continued until May 25, when witnesses will be cross-examined.

NEW ENGLAND.

Billerica, Mass.—The eltr. of E. E. Cole was burned Apr. 28. Loss, \$33,000; insured. He will rebuild the eltr. at once.

New London, Conn.—The P. Schwartz Co., incorporated, capital stock \$15,000; incorporators, Paty Schwartz, Benjamin and William Shmauk.

Boston, Mass.—C. Wilson Place, of the Saco Grain & Milling Co., Saco, Me., has been admitted to membership in the Chamber of Commerce.

Boston, Mass.—White, Naughton & Co., incorporated. The firm will do a jobbing business in grain, with offices in the Chamber of Commerce bldg.

Barre, Vt.—D. M. Miles Co., incorporated, capital stock \$50,000; incorporators, D. M. Miles, James F. Higgins, W. G. Reynolds, Howard Miles and A. C. Moore.

Taunton, Mass.—John Paull, of J. Paull & Co., grain merchants, died at his place

of business recently. He was 79 years of age and had been in the grain business for half a century.

NEW JERSEY.

Jersey City, N. J.—The Standard Feed Co., incorporated, capital stock \$250,000; incorporators, Charles H. Pennoyer, Franklin C. Albee and Archie L. Fenton. The company will deal in food products of all kinds.

NEW YORK.

New York, N. Y.—Charles Lester Payne, proprietor and manager of the grain eltr. on the Harlem river of Wm. H. Payne & Son, died recently at the age of 39 years.

New York, N. Y.—Henry B. Hebert has retired from the grain business. His son Martin S. Hebert will succeed him. Mr. Hebert has been in the grain business for nearly half a century.

Stamford, N. Y.—The Delaware Valley Feed Co., incorporated, capital stock \$75,000; incorporators, Fred Cook and Arthur H. Hume, of Stamford, and Robert W. Hume, of Hobart, N. Y.

Buffalo, N. Y.—This city will be enabled to reach considerable new territory by the $\frac{1}{2}$ c advance in rates on corn from 110 per cent territory, those short of 100 per cent not being affected.

New York, N. Y.—Jas. E. Larrowe and Chas. Staff of the Larrowe Milling Co., Cohocton, N. Y., have resigned their memberships in the Produce Exchange and will remove to Detroit, Mich., to their dried beet pulp business.

New York, N. Y.—Cushing & Brandt is a new firm in the cash grain business. It is composed of F. T. Cushing, a member of the Produce Exchange for many years and engaged in the oats trade, and Mr. Brandt, for many years in his employ.

Buffalo, N. Y.—Samuel J. Dickey on May 2 was given judgment against the New York Central for \$263 and costs for the damaging of a car of grain in transit. Dickey had to sell part of the carload as fertilizer, and for this the court deducted \$12.13 from his claim.

New York, N. Y.—Emanuel Fackiner, who has been in the grain and flour trade for the past thirty years, mainly with the Rice, Quinby & Co.; George L. Bullard, who has been in the grain trade for over thirty years, and Wm. M. Stilwell have decided to leave the Produce Exchange. I. T. Comstock, for over thirty years in the market for beans and peas, has retired.

Waverly, N. Y.—The Tioga Mill & Eltr. Co., incorporated, capital stock \$30,000; directors, Arthur C. Palmer, pres.; Cyrus F. Dyer, vice pres.; Walter McCracken, sec'y, and William T. Lane, treas. The company has its main office at Waverly, N. Y., where its mill, eltrs., and warehouses are located, which have direct switch connections with the Erie and Delaware, Lackawanna & Western Railroads at Waverly, N. Y., and the Lehigh Valley Railroad at Sayre, Pa.

New York, N. Y.—Chas. Coster of Coster, Knapp & Co., shot himself Apr. 27, after having ruined the firm by speculation in stocks on the short side. At the time of his death he was short 20,000 shares of stock, and he had lost \$1,500,000 of his own and \$300,000 of relatives. In the grain trade Mr. Coster is best remembered for the corner undertaken by

the firm of Coster & Martin in May corn at Chicago in 1892. The firm advanced the price of that option gradually to \$1 per bu.; only to see it drop on the last day of the month to 58 cents, resulting in their failure.

BUFFALO LETTER.

A large amount of durum wheat is arriving by lake, but it goes abroad as a rule for macaroni factories.

S. W. Yantis and B. J. Burns will locate in Chicago at once, leaving H. T. Burns in charge of the Buffalo office.

"Talk about low-grade corn coming in now," said a grain dealer. "We are beginning to call it pretty good. It is the oats that are at the bottom of the scale."

A surplus of State winter wheat is apparent; most of it white, which is to be had at a few cents over a dollar, but millers say that they have about all they want of it.

The canal boatmen are doing all the business in grain that they have boats for, so far loading 52 boats of 8,000 bus. cargo each, most of it wheat, and running their own eltr., the Richmond.

The barley trade is especially dull of late. The maltsters are pretty well supplied and besides they are not at all sure of the malt consumption for the year and like to sell malt before they buy much more grain.

The lake grain trade appears to be divided up in the harbor just about as it was last season. So far there is the elevation of 1,400,000 bus. of all grain handled about equally by the pool, the railroads and the independent houses.

The canal fleet is getting quite uneasy this month over the opening, as there is no knowing what the canal management will do. It has been very uncertain of late. The fleet is very small, but there is profit when there are no delays.

The corn receipts by rail are quite large, being 84 cars for inspection one day lately, much of it out of condition. Out of 57 cars inspected one day lately only 9 graded No. 2. Out of 28 cars of oats inspected the other day 9 cars of No. 3 white were the highest grade.

The grain scoopers and elevator house men went to work as usual on the arrival of the first grain cargo, the Alva from Milwaukee, just as if there had been a regular agreement, as there always had been till this season, taking former wages, just as if they had not threatened to strike unless they were paid an advance. It appears that they were afraid of a reduction and took that way of beating it.

The owners of the fallen Wheeler eltr. have appealed the case against the insurance companies and several years are likely to elapse before the trial comes off, if as long time is spent in the interval as was for the first trial. The Western Elevating Ass'n has not yet appealed its case against the grain owners, but will do so. If the insurance companies pay the loss the ass'n will be indifferent as to the outcome of its case.—J. C.

NORTH DAKOTA.

Brofy, N. D.—Will Gross will erect an eltr.

Barlow, N. D.—C. B. Linderman is building an eltr.

Sheldon, N. D.—The Sheldon Farmers Eltr. Co., incorporated, capital stock \$25,000.

Backoo, N. D.—The Farmers Eltr. Co., incorporated, capital stock \$7,000; incor-

porators, Peter Cameron, of Tyner, James Halloran, of Leroy, and J. S. Hillis, of this place.

Tagus, N. D.—The Kraling & Greely Grain Co., of Coulee, have bot the Sullivan eltr.

Glen Ullin, N. D.—The eltr. and sheds of the Curlew Eltr. & Lumber Co. were burned Apr. 21.

Crary, N. D.—Harry Olin has been appointed agent of the Minneapolis & Northern Eltr. Co.

Lidgerwood, N. D.—John Pahl will take charge of the eltr. of the St. Anthony & Dakota Eltr. Co.

Pickert Sta., Blabon P. O., N. D.—John and Walter Keehn, of Glencoe, Minn., are erecting an eltr.

Berwick, N. D.—Jas. T. Claggett, of Esmond, N. D., will take charge of the eltr. of Andrews & Gage at this place.

Addison, N. D.—The Farmers Eltr. Co. has erected an eltr. at this place.—Jno. Keille, mgr., Lynchburg Farmers Eltr. Co.

Plaza, N. D.—O. J. Torbenson, of Fessenden, N. D., will move here the first of June and have charge of one of the eltrs. here.

Dickinson, N. D.—The Missouri Valley Milling Co. will erect a mill with a capacity of 450 bbls. and an eltr. The mill is to be of brick.

Sanborn, N. D.—Andrews & Gage are repairing their eltr. A new foundation will be laid; a new pit, new scales and a new leg will be put in.

Gladstone, N. D.—The Farmers' Eltr. Co. expect to enlarge their flat house and put in a 40,000-bu. eltr. with all necessary machinery.—Rufus B. Lee.

Deisem, N. D.—The Deisem Farmers Eltr. Co., which was recently incorporated, has let the contract to L. O. Hickok & Son for the erection of an eltr.

Langdon, N. D.—The Farmers Eltr. Co. intends to build a 60,000-bu. eltr. the coming summer to be equipped with Otto Gas Engine, Monitor Cleaner.—Robt. Work, Sec'y.

Tolna, N. D.—The Tolna Farmers Eltr. Co. will put in a big roller feed mill. The John D. Gruber Co. has closed its eltr until fall.—O. B. Hoven, mgr. Farmers Eltr. Co.

Spiritwood, N. D.—The eltr. of the Occident Eltr. Co., which was burned Mar. 29, will be rebuilt. The contract will be let for the erection of 40,000-bu. eltr. on the site of the old one. The engine will be overhauled and replaced in the new building.

Medberry, N. D.—W. C. Sanborn and Wm. Long have bot the Sorenson eltr. Mr. Long will take personal charge of the business. He will remove his family here from Edgeley. Mr. Sorenson, it is understood, will move to Minneapolis to engage in the commission business.

Landa, N. D.—We have bot the eltr. at this place of Arnold Bros., also their coal, wood and feed business. This is practically a new plant, so all the improvements we will make is to build more coal sheds. The eltr. has a capacity of 25,000 bus. We have engaged H. J. Arnold as manager for the present.—Farmers Eltr. Co.

OHIO.

Grover Hill, O.—Davidson & Owens will paint both their eltrs. this spring.

Gettysburg, O.—Petersime & Toman

Pure Owl Brand Cottonseed Meal

41 per cent Protein Guaranteed
Analysis Registered

Richest Cattle Food yet known.
Write for our booklet and prices.

F.W. Brode & Co., Memphis, Tenn.
Established 1875



Cover's Dust Protector

Rubber Protector \$2.00
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

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124 Perley St., South Bend, Ind.

Liability, Accident & Credit INSURANCE

London Guarantee and Accident Co.
Limited

Head Office, Chicago, Ill.

RATS EMBALMED

Exterminated in One Night.

Our Preparation is Unequaled.

We Positively Guarantee to exterminate Rats on your premises in 24 hours. With our preparation they are destroyed, embalmed, and dry up, leaving no disagreeable smell or odor.

RESULTS ABSOLUTELY GUARANTEED.

A \$2.50 Package will do the work.
(P. O. or Express Order.)

Large or small contracts solicited.

FELIX GIRARD CO.

PHONE, CENTRAL 5457

79 Dearborn Street, Dept. M, Chicago.

Reliance Automatic Dump Controller



Here is What Users Think of It:

Fowler, Ind., July 6, 1907.
Reliance Construction Co., Indianapolis, Ind.
Gentlemen: Enclosed find check for amount of invoice in payment for three Dump Controllers which we have tried and find they do the work fine. No trouble whatever to control any load we may have to dump.
Yours truly,
WILBER HAWKINS, Per Finley.

Yorkville, Ill., July 10, 1907.
Reliance Construction Co., Indianapolis, Ind.
Gentlemen: Enclosed please find Chicago exchange for Dump Controller you shipped us June 4th. Ship us another Dump Controller as soon as possible.
Yours truly, JETER & BOSTON.

We know it will be satisfactory. Will ship on trial. RELIANCE CONSTRUCTION CO., 626 Board of Trade Bldg., Indianapolis, Ind.

expect to install an ear corn loader this spring.

Octa, O.—J. E. Hawes will put in a new wheat dump and build a cupola on his eltr.

Fletcher, O.—Patty & Coppock are putting in an ear corn loader of their own invention.

Houston, O.—The Farmers Eltr. Co., C. H. Ginn, mgr., will put in a corn belt feed grinder this spring.

Dawn, O.—The eltr. at this place is now run under the firm name of DeBoit & Niswonger.—Leslie DeBolt.

Ottoville, O.—E. L. Odenweller is having his eltr. remodeled by O. J. Slusser. He is installing Philip Smith machinery.

Coldwater, O.—Hehmyer & Son are enlarging their 30,000-bu. eltr. and installing some new Philip Smith Mfg. Co. machinery.

Fredericktown, O.—The Northwestern Eltr. & Mill Co., of Mt. Vernon, O., has leased a site from the Baltimore & Ohio railroad and will erect an eltr. here.

Pasco (no P. O., R. F. D. Sidney), O.—Schradner & Johnson are building a 30,000-bu. eltr. at this point. Mr. Schradner, who is a millwright, is doing the work.

Pemberton, O.—L. G. Shanely & Co. will put a roof over the siding to their eltr. where the grain is loaded into cars. Mr. Shanely says the company may install a new cleaner this spring.

Toledo, O.—Fred Mayer, who was pres. of the Produce Exchange last year, has recently presented the Exchange with a large fotograf of all the presidents of the leading grain exchanges during 1907.

Gambier, O.—Thompson Bros. are installing a 14-h. p. New Era Gas Engine, built by the New Era Gas Engine Co., to take the place of the old 6-h. p. engine. Feed grinding equipment is being installed.

Selma, O.—R. G. Calvert expects to install a car loader in his eltr. this spring. Natural gas has also lately been discovered near Selma and Mr. Calvert thinks he will substitute a gas engine for steam power.

Columbus, O.—The appropriation of \$5,000 failed to pass the legislature at the last minute, the prospects had looked favorable for the enactment of at least this one of the bills introduced by the Ohio Grain Dealers Ass'n.

Marion, O.—The Marion Milling & Grain Co. will rebuild its mill in connection with eltr., install new rolls, a sifter, dust collectors and make other improvements that will enhance the value of the property.—C. B. Jenkins.

North Hampton, O.—John Hockman and myself under the firm name of Hockman & Collier will build an eltr. and enter the grain business. The S. T. & P. Traction Co. will switch our cars from the Erie, D., T. & I. and C., H. & D. roads.—G. A. Collier, Enon, O.

Columbus, O.—Stocks of grain thruout Ohio are at a low point judging by the cancellations made by the Ohio Grain Dealers Mutual Fire Insurance Co. Sec'y J. W. McCord judges that the amount of grain on hand is 20 per cent less than a year ago.

Middle Point, O.—We will build a 20,000-bu. eltr. at this place to replace the Pollock Grain Co.'s eltr. which was burned Jan. 12, using gasoline power. We will buy lumber 2x4, studding, crib, combined sheller and cleaner, three stands of eltrs., one warehouse cleaner, gasoline engine, galvanized iron siding and roof-

ing, and all material to make a complete up-to-date house, including 15-bu. hopper scale, shafting, pulleys, belts, etc. We are preparing plans at present.—Brandt & Pollock.

Hamilton, O.—The Carr Milling Co. has brot suit against Chamberlin Bros. & Co. to recover \$493.75 on a sale of 5,000 bus. of wheat at 79 cents, Apr. 24, which was bot on July 31, 1907, at 73 cents a bu. The profit was \$300 and the commission \$6.25.

Columbus, O.—New rules for weighing and reweighing shipments and a schedule of charges for the service were considered at a joint meeting of committees of the Ohio Shippers Ass'n and the railroads held May 8 at the offices of the state railroad commission.

Burkettsville, O.—S. S. Earhart is building a 20,000-bu. eltr. It is of cribbed construction, modern and up-to-date. It will be equipped with Philip Smith Mfg. Co. machinery, Richardson Automatic Scale, 15-h. p. Foos Gas Engine, and cleaners. J. R. McOwen is building the eltr.

Yellow Springs, O.—Fred Schlientz & Sons won the suit against them by Hammond & Snyder of Baltimore to recover \$619.41 alleged to have been overpaid for grain bot in October, 1905. On the first trial defendants won, but the decision was reversed by the circuit court, only to be again reversed.

Curtice, O.—I have not let all of my contract for the machinery for the eltr. I am going to erect. It will be 22x58 and 30 ft. high, with cupola 22x22x26 ft. In addition will be ear corn storage 24x30 over exchange room and driveway. Will use Western Sheller and revolving cylinder cleaner, 35-h. p. Foos Gasoline Engine, and wagon scale with recording beam.—H. G. Dehring.

Cincinnati, O.—The Receivers & Shippers Ass'n gave its annual dinner Apr. 30. Sec'y F. E. Williamson made his annual report and Francis B. James followed with an address on "The Legal and Commercial Aspect of a B/L." The following directors were elected for the ensuing year: W. A. Bennett, George F. Dieterle, H. Lee Early, M. F. Farren, Maurice J. Freiberg, R. B. Gillham, R. H. Hargrave, James J. Hooker, C. R. Houston, Charles Lewis, Theodore Luth, Frederick Pentlarge, J. Gordon Taylor, Gage S. Weil and R. H. West.

Toledo, O.—The flood of last winter, which completely destroyed our dock, has made it necessary to construct a new one, which is 250 feet in length, and made of heavy oak timbers which we hope will stand the extremely rough usage it receives when the ice leaves the river. The wooden trestle that supports the upper conveyor house which is sixty feet from the surface of the ground is being removed, to be replaced by a well braced trestle, constructed of ½-inch angle iron set in concrete piers, which will be stronger and safer than the former wooden frame work. With the exception of many minor improvements this covers our changes this spring.—East Side Iron Eltr. Co.

Cleveland, O.—The Chamber of Commerce has chosen the following officers for the ensuing year: Pres., Dr. Charles Howe; first vice-pres., Charles F. Brush; second vice-pres., George W. Kinney. Charles Paine was re-elected treas., and Munson A. Havens sec'y. Executive committee: Thomas C. Goss, chairman; H. A. Higgins, Charles A. Paine, J. B. Pearce and H. W. Strong. The Chamber

has employed an official hay inspector in the person of F. G. Bartlett, formerly a hay buyer at Toledo, and hay dealers who have signed an agreement to have their cars inspected may have hay graded on application to the Chamber, at an expense of 50 cents per car, to be charged the shipper.

Deunquat, O.—It was erroneously reported that John Wren had lost his suit in the supreme court for the recovery of damages from the Toledo & Ohio Central R. R. on account of discrimination in the distribution of cars. The only point on which Mr. Wren lost was the amount of damages, the supreme court holding \$2,000 damages excessive under the evidence as recorded. Now the supreme court has given Mr. Wren the privilege of accepting \$500, which it considers him fully entitled to. If Mr. Wren does nothing the railroad company has a new trial, which, the facts having been passed upon by all courts, will result in his getting judgment for at least \$500. Probably the road will give Mr. Wren more than that amount to drop his suit, since the evidence to be introduced at a new trial may be stronger and warrant the full amount of \$2,000 claimed by Mr. Wren.

Cincinnati, O.—The scores of bucket-shops that have plied their nefarious trade unmolested in this city for many years were rudely awakened May 2 by wholesale indictments found by the grand jury against the following operators of the gambling joints: William C. Dudley, John Gorman, Lewis W. Foster, Charles E. Bultman, John W. Ballman, Joseph V. Mackey, Charles Frank, William H. Brown, William E. Brown, Alexander McD. Brown, Samuel Hill, John Brennan, John J. Ryan, Joseph Brill, Hiram De Camp, George H. Stapely, John A. Payne, George W. Bennett, Edward R. Bryson, Harry Furst, Henry Warren, Joseph W. Chuck, Robert C. Losey, William R. Todd, Reamy Field, Bingham H. Morehead, William D. Klausman, Thomas N. Rutter, Harry M. Foster, Louis L. Applegate, Walter Forster, Albert Hauser, Theodore M. Marsch, M. B. Everham, alias the Nelson Commission Company, alias the Blue Company. As an indication of the volume of business handled by the indicted men it is stated that their telegraf tolls alone amounted to \$500,000 per year. The prosecution is under the Ohio statute, and the penalty is a fine of \$200 to \$500 for the first offense. Owners of premises in which bucket-shops operate are also subject to prosecution if it can be shown they knowingly permit the use of their premises for that purpose. The penalty on conviction is a fine of not less than \$500 nor more than \$1,000, and the fine is a first lien on the property. Prosecutor Rulison says he will notify all property owners where bucket-shops are alleged to operate that they are liable to indictment.

Columbus, O.—Of the several bills introduced by the grain dealers only one, the railroad commission bill, was enacted. J. W. McCord, sec'y of the state ass'n, believes that Section 31 as amended by the present law is going to be a most excellent provision. It is almost an exact copy of the interstate law. It reads: "Sec. 31. All claims, charges or demands against any railroad for loss of or damages to property occurring while such property is in the custody of the carrier, or for overcharges upon any shipment, or for any other service in violation of this act if not paid within 120 days from

the date of the filing of such claim with the railroad, may be submitted to the commission by formal complaint. If after hearing on a complaint, the commission shall determine that any party complainant is entitled to any reward for loss and damage to property, or overcharge upon shipments, or for any other service, the commission shall make an order, directing the carrier to pay to complainant the sum to which he is entitled, on or before a date named. If the railroad does not comply with the order for the payment of money within the time limit in such order, the complainant, or any one for whose benefit such order was made, may file in any court of competent jurisdiction of the county, or district, in which he resides, or in which is located any portion of the line of railroad, a complaint setting forth the causes for which he claims damages, and the order of the commission in the premises. Such suit shall then proceed as other civil actions for damages, except that on a trial of such suit a copy of the findings and order of the commission, duly certified by the secretary thereof, shall be competent testimony, and shall be prima facie evidence of the facts therein stated, and except that the plaintiff shall not be liable for any costs unless they accrue upon his appeal. Service in all cases under this section shall be the same as in other actions against common carriers."

TOLEDO LETTER.

Trade in oats has been fair. The receipts have been somewhat heavier, but there has been a ready market for all.

Fredericktown, O.—The Northwestern Eltr. & Mill Co., of Mt. Vernon, O., has leased ground of the B. & O. R. R. at Fredericktown and will erect a grain eltr. this summer.

Corn receipts have been light and most that has found its way to this market has been from the west and southwest. Practically no Ohio corn is to be found. Prices have proven very satisfactory.

Practically all of the available supply of wheat has been wiped out by the heavy shipments to millers of New York, Penn. and West V. The Paddock-Hodge Co. alone has shipped more than 200,000 bus. within the past week. May wheat has passed the dollar mark. Some increase in the receipts from country points is expected as it is thought probable that farmers will be unable to resist the temptation to sell on the advance.—S.

OKLAHOMA

Guthrie, Okla.—The house and senate on Apr. 29 passed the anti-bucket-shop bill.

Gage, Okla.—Greene & Wright have succeeded Chas. A. Greene, dealer in grain and cotton.

Burbank, Okla.—The Hunter Milling Co. has let the contract to Wm. W. Lockwood to rebuild its eltr.

Tyrone, Okla.—We have retired from the grain business. We sold out to Riff & Gilmore.—Steele & Patton, Texhoma.

Sentinel, Okla.—Wilbur Miltenberger has let the contract to the P. H. Pelkey Construction Co. for the erection of a 10,000-bu. eltr.

Meno, Okla.—We are building an eltr. to be equipped with 20-h. p. gasoline engine, clipper, corn chopper and scales.—Meno Grain Co.

Sayre, Okla.—The Sayre Milling Co. has let the contract to B. J. Carrico for

a 50,000-bu. storage and cleaning house to have two legs.

Vinita, Okla.—The New State Grain Co., of Chelsea, will transfer its business from that place to this place, and make George Kapp its manager.

Hobart, Okla.—John W. Dickson Grain Co., incorporated, capital stock \$10,000; incorporators, John W. Dickson, G. G. Caudill and R. M. X. Simmons.

Hobart, Okla.—The Alfalfa Milling Co., incorporated, capital stock \$15,000; incorporators, F. A. Cummins, W. W. Dampin and W. W. Freeblood.

Texhoma, Okla.—The Texhoma Mill & Eltr. Co. has let the contract to the P. H. Pelkey Construction Co. for the erection of a 20,000-bu. eltr. and a large warehouse.

Meno, Okla.—The Home Grain Co. has let the contract to C. A. Lowe for a house to have Lewis Engine, hopper scales, Barnard & Leas Cleaner, Ohio Sheller and Ohio Corn Cleaner.

Hooker, Okla.—Work has started on the eltr. here of the Liberal Eltr. Co. The main building will be 26x28 ft. and the capacity is 25,000 bus. The cellar is to be 20 ft. deep and walled with cement.

Guthrie, Okla.—The Guthrie Grain Co.'s business has been closed out. If I ever start in the grain business again I shall certainly take the Grain Dealers Journal. It is good.—W. S. Barwick, former mgr.

Guthrie, Okla.—The Union Grain Co. has brot suit against the Western Union Telegraf Co. to recover \$287 damages for failure to transmit a telegram to Beloit, Tex., regarding a car of corn lying there for inspection.

Bliss, Okla.—Miller Bros. have let the contract to Wm. W. Lockwood for the erection of a corn eltr. on their 101 Ranch. It will be equipped with a combined sheller and seed corn grader especially built for their requirements.

Texhoma, Okla.—T. R. Goodman, G. W. Cosh and F. G. Glassner have bot a site to erect a grain eltr. J. L. Williams has also bot a site for an eltr. W. E. Benson also contemplates the erection of an eltr. It is also stated that a flour mill will be erected.

Enid, Okla.—The Home Grain Co. has let the contract to C. A. Lowe for the erection of a 25,000-bu. eltr. A 20-h. p. gasoline engine will be installed, also corn chopper of 125-bu. per hour capacity, hopper scale, Barnard & Leas Cleaner, Ohio Sheller and Cleaner.

Capron, Okla.—We bot the Aetna Mill & Eltr. Co.'s eltr. at this place. We intend to build an addition of 7,000 bus., putting in the best improved machinery, 20-h. p. gas engine, hopper scales and cleaner and a small dynamo to light the plant.—W. A. Clark, mgr. Farmers Grain & Coal Co.

Guthrie, Okla.—For failure to deliver promptly a message with regard to the purchase of wheat by a Gainesville firm the Western Union Telegraf Co. is required to pay the Blackwell Milling & Eltr. Co. \$400 on a claim for \$975 damages. Of two messages one was delivered 30 minutes and the other 100 minutes too late.

Lindsay, Okla.—"We intend erecting an eltr. of about 10,000 bus. storage for bulk corn and 12,000 bus. for ear corn to replace our eltr. that burned. Steam plant to be used. The contract has not been let," write Keel & Son of Gaines-



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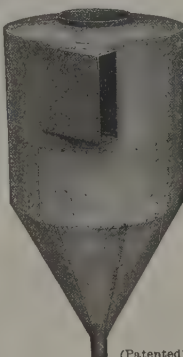
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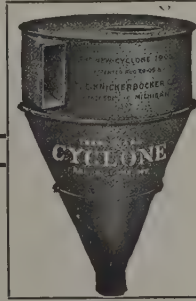
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THE

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ville, Tex. Plans for this plant have been prepared by Fred Friedline, showing 3 stands of eltrs., automatic scales, shell-er, corn cleaner, feed grinding machinery and brick engine and boiler room.

Oklahoma City, Okla.—The 11th annual meeting of the Grain Dealers Ass'n of Oklahoma will be held in this city May 19 and 20. It will be preceded by a meeting of the Oklahoma Millers Ass'n adjourning at noon May 20, the grain dealers convening at 2 o'clock on that day and devoting the afternoon entirely to the reading of papers and addresses. A business meeting will be held May 20, followed by a banquet in the evening. These dates have been chosen to enable northern dealers to take the midnight train out of Oklahoma City on the Santa Fe, reaching Ft. Worth, Tex., May 21, in time to attend the meeting of the Texas Grain Dealers Ass'n.

OREGON

Echo, Ore.—J. E. Murphy & Co. will erect an alfalfa feed mill at this place to cost \$50,000. It will have a capacity of 500 tons a month.

Eugene, Ore.—The Eugene Mill & Eltr. Co. has protested to the Oregon Railroad Commission against the 100 per cent advance in rates on wheat and oats.

Portland, Ore.—The Coffin Grain & Milling Co., incorporated, capital stock \$30,000; incorporators, J. A. Yerex, F. H. Coffin, R. C. Gillis and F. C. Hinkle.

Freewater, Ore.—The citizens have joined in a demand upon the Pacific Coast Eltr. Co. to tear down its immense grain eltr. which has stood idle for many years. The house is of wood and is said to add to the town's fire hazard.

Portland, Ore.—McCabe & Hamilton, stevedores, on the Puget Sound, have engaged in the same business at this city, and will be active during the coming grain shipping season, with W. K. Scott, formerly with Balfour, Guthrie & Co., as mgr. of the Portland office.

Portland, Ore.—At a recent meeting of the Board of Trade the grain standards of the Chamber of Commerce were adopted. Sec'y Fred Muller has ordered 10 sample tables, each having space for two dealers to exhibit their grain. A small rental will be charged for the use of the tables and the choice of locations will be auctioned off annually. The W. A. Gordon Co. paid \$30 for first choice; Albers Bros. Milling Co., \$15 for the second; Balfour, Guthrie & Co., \$12.50 for the third, the others going at \$10 each. Only 3 half sections of the sample tables remain undisposed of. The committee on rules met May 1 and approved a complete set of rules for the grain trade, to be passed upon by the membership at an early meeting. On account of the lack of interest in the Board by the produce dealers the grain men contemplate making the grain trade the leading activity of the Board.

PENNSYLVANIA.

Ephrata, Pa.—Charles E. Seldomridge is building a warehouse for grain and feed.

Philadelphia, Pa.—The American Milling Co. on July 1 will remove its general offices from this city to Chicago.

Orangeville, Pa.—We have completed the foundation work for our eltr. and expect to have it done before harvest. We are located on the B. & S. R. R., which has connections with the D. L. & W., P.

& R. and S. B. & B. R. Roads. The eltr. will have a capacity of 8,000 bus. and will be equipped with improved machinery for cleaning and handling the grain.—H. B. Low & Son.

Upper Darby, Pa.—Van Leer E. Bond, for thirty years engaged in the grain, flour and feed business, is a candidate for the Republican nomination for county commissioner.

Newville, Pa.—The Cumberland Grain & Feed Co. sends us a postal card order for advertising, but we would not accept an order from it at any price. The handwriting resembles that of C. F. Fickes, formerly mgr. of the defunct Fickes Grain & Feed Co.

Frackville, Pa.—We have our eltr. about completed and will start to do a wholesale flour and feed business in about three or four weeks. We will have one of the most up-to-date eltrs. in this section of the state. It will be run with motor power. The machinery will consist of elevator buckets, cleaner, hopper scale, power shovel, etc. The eltr. is located at Frackville on the Philadelphia & Reading. It has a capacity of 20,000 bus.—Haupt Bros.

Harrisburg, Pa.—I am glad to see that there is a change for the better in the feeds sold, but there are still many instances where the law will have to step in. Many of the almost worthless feeds, composed largely of oat hulls, ground corn cobs, mill sweepings, etc., that a few years ago were being sent in large quantities into Pennsylvania, have almost entirely disappeared, and the feeds now coming into the state, although not always up to guarantee, are of much better quality. One of the things that farmers should guard against in purchasing feeds is the liability to get foul weed seeds with the feed they buy. Many "chick feeds" are made up of such materials as cracked corn, kaffir corn and wheat screenings, and a large proportion of foul weed seeds, such as plantain and dodder, and some of the feeds sold under the name of "molasses feeds" have been found upon examination to contain many such seeds.—Sec'y of Agri. Critchfield.

PHILADELPHIA LETTER.

The Commercial Exchange has taken in as new members the following: Julian B. Depuy of the Bourse, the Quaker Oats Co., and Reuben B. Delp, Allentown, Pa.

Sec'y J. M. Brafford of the Indiana Grain Dealers Ass'n, an earnest advocate of Pres. Roosevelt's inland waterway system, on his return from Washington, D. C., had a conference with the leading grain men here over the McCumber national grain inspection bill.

A vigorous effort is to be made by the Penna. State Agricultural College to introduce emmer, or speltz, the hardy Russian oats and frequent substitute for wheat among the farmers of this Commonwealth, it being very hardy, easy of growth, free from rust, and heavy yielding, and recommended as a great cattle food.

C. S. Bash, of Fort Wayne, Ind., prominent in the councils of the National Hay Ass'n, paid a flying visit to the commission and grain men of the Commercial Exchange and talked of the reciprocal demurrage, pure and simple, from each end of the argument, having given his testimony and views before a congressional committee.

The Commercial Exchange, its officers, directors and committeemen are endeavoring to get the Pennsylvania, Baltimore

& Ohio, and Phila. & Reading Ry. Cos., thru their traffic officials, to agree to some satisfactory rules in relation to the charges for diverting grain, which, up to this time, have been irregular and in most instances objectionable. What is being done is going on in a quiet, businesslike way and the outlook is said to be very favorable for an equitable and amicable adjustment of this vexatious question.

The champion baseball game at Essington Park between picked nines of the grain, flour, feed, hay and straw men, is still the absorbing topic of the Commercial Exchange. Whether it was a straight beat, a square deal or a draw tie is the most serious problem next to the competent judgment of the umpire, as a large number of bets are being held up for contest. The stalwart material lined up as follows: Bulls—Captain William Richardson, Phil Graff, Geo. Richardson, A. B. Porter, Herbert Bell, C. W. Waggar, S. F. Scattergood, Arthur Karr, Kid Richardson, F. M. Rosekrans, A. Emmons, A. F. Graber, E. P. Cochran, Morris Miller, A. B. Clemmer. Bears—Captain William McAleer, Jr., J. B. Depuy, C. C. Frazer, Phil Markley, Roy Miller, Norwood Holland, Kimball Hagar, H. Watts, Neil Alexander, Frank Eby, William Hobson, F. Richards, Geo. Wentz, E. O. Fausett, B. Devitt, Bob McCredy. There is now a movement going on to get up match games at the annual coming meets of the Flour Federation, Feed Association, Grain Dealers, and National Hay Conventions.—S. R. E.

SOUTH DAKOTA.

Ree Hights, S. D.—I will improve my eltr.—John E. Remy.

Mitchell, S. D.—The Royal Eltr. Co., incorporated, capital stock \$250,000.

Yankton, S. D.—The Farmers Grain & Mill Co., incorporated, capital stock \$20,000.

Crandall, S. D.—The mammoth eltr. of Swaney & Sloan of Summit has been completed.

Corsica, S. D.—Wait & Dana have the foundation of their eltr. completed by Emmett Montgomery.

Alexandria, S. D.—The farmers are organizing to buy or build an eltr. at this place.—J. E. Peckham, Agt. Shanard Eltr.

Kaylor Sta., Scotland P. O., S. D.—The Farmers Eltr. Co., recently incorporated, has let the contract to L. Buege for the erection of an eltr.

Lake Andes, S. D.—W. W. Sparks of Geddes has had the foundation put in by John DeKay for a 10,000-bu. eltr. to be equipped with No. 9 Clipper Cleaner.

Hayti Sta., Castlewood P. O., S. D.—The McCaull-Webster Eltr. Co. has started the erection of its eltr. Four more eltrs. will be built here this summer.

Parkston, S. D.—I. Fergen & Co. have let the contract to John DeKay for a 27,000-bu. eltr. on the C., M. & St. P. to have 11 bins of cribbed construction, hopper scales, No. 9 cleaner, and clipper.

Emery, S. D.—We bot the Greig & Zeeman eltr. at this place. It has a capacity of 15,000 bus., flat house with eltr. attachment. We will run it as it is the coming season, and then we intend to build a 30,000-bu. eltr. We have 160 ft. of side track on the C. M. & St. P., R. R. I have been buying grain for 17 years and the farmers gave me a good salary

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Minneapolis - Minnesota

this unloading pit to a 12 x 8 cup eltr. The intention is to sack the material and load into cars. The eltr. is to be located on the Santa Fe.

Sec'y Dorsey of the Texas Grain Dealers Ass'n has done some excellent work recently in the line of collecting old claims of members against outside firms. Some shortsighted firms who did not see the advantage of arbitrating or abiding by the decisions of arbitration committees have been induced to take a different view of fair methods.

Austin, Tex.—The State Railroad Commission will give a hearing May 12 on requested amendments to the milling in transit rule extending the free back haul from 100 to 208 miles. To amend paragraph 4 of milling-in-transit rule 4, by providing that in no case shall the minimum balance of milling point, exclusive of back-haul, indirect service or differentials, exceed the rate which would govern on the product from the point at which the grain originates to final destination. To amend paragraph A of stopping-in-transit rule 6 so as to permit transit privileges on grain at any point, provided not more than two lines of railway handle the grain between origin and stopping point.

Austin, Tex.—The state railroad commission has issued an order amending commodity tariff No. 2-B by adding Note 9 "Less than car load shipments of grain products originating at milling points on the Beaumont, Sour Lake & Western Railway of the Orange & Northwestern Railroad and destined to points on either of said lines, when loaded in same car with products of grain from interstate points, will be subject to the local car load rate from such milling point to destination. Other amendments to the same tariff are "1. Under the heading "Explanation of Rates" amend Item 1 by eliminating "Corn Meal" from the list of articles taking Flour rates, and add "Corn Meal" to the list of articles specified in Item 2 as subject to Grain rates. 2. Add to Item No. 4 of MIT Rule No. 4 the following: "Exception 2. The provisions of Item 4 of Rule 4, with respect to minimum balance of five cents per 100 pounds from milling point to destination, shall be waived on shipments of corn meal." This order shall take effect May 12, 1908.

WASHINGTON.

Quincy, Wash.—The Farmers Eltr. Co. expects to erect an eltr. here.

Echo, Wash.—J. E. Murphy & Co., will soon start the erection of an alfalfa feed mill. It will have a capacity of 500 tons per month, and cost \$50,000.

Krupp, Wash.—The Hammond Milling Co., has started the erection of a large grain warehouse, which is to be completed in time for this year's crop.

Seltice Sta., Tekoa P. O., Wash.—The grain warehouse of the Pacific Coast Eltr. Co. was burned Apr. 19. Loss, \$5,000; insured. The fire was started by a spark from a passing engine.

Waitsburg, Wash.—The Farmers Union Warehouse Co., incorporated, capital stock \$40,000; incorporators, D. C. Eaton, N. B. Atkinson, J. A. Danielson, W. H. Stonecipher, C. M. Taylor, Walter Price, F. T. Keiser, F. A. Jones and Joel Woods.

Walla Walla, Wash.—Orders for grain bags are being received daily at the state prison, but in smaller volume than in other years, as the wheat growers prefer

to buy of dealers whose price now is just as low. The requirement by the state that a part of the purchase price must accompany the order is objectionable to the growers, as the state does not guarantee to deliver the sacks when wanted. The state fears to take order for bags without part pay, as a great quantity would be left on hand in the event of cancellation of the order.

WISCONSIN.

Bloomer, Wis.—The Northern Grain Co. will erect an eltr.

Milwaukee, Wis.—John H. Tesch, one of the oldest members of the Chamber of Commerce, died recently.

Milwaukee, Wis.—We have plans for doubling the capacity of our eltr. and all machinery is bought.—Chapin & Co.

Lincoln, Wis.—The Lincoln Milling & Eltr. Co., incorporated, capital stock \$35,000; incorporators, Paul Gilbert and Leo Gensman.

Oakfield, Wis.—We have built a new eltr. in place of the one burned Jan. 19, 08. It is an up-to-date house with self dump.—Oakfield Eltr. Co.

Sturgeon Bay, Wis.—The Door Creek Eltr. Co., incorporated, capital stock \$8,000; incorporators, Earl H. Klenke, Luke Keogh and G. O. Whitford.

Superior, Wis.—The inspection department of the Wisconsin Grain & Warehouse Commission already this season has graded out two shiploads of oats and barley.

Superior, Wis.—At a conference of the officials of the cities of Superior and Duluth held at this city Apr. 28 it was agreed to tax grain in Duluth eltrs. the same as at Superior.

Milwaukee, Wis.—James Hoyt Smith and his family have left for Dayton, O., where they will make their home. Mr. Smith has been in the grain trade in this city for over 25 years.

Milwaukee, Wis.—August Wendland, a butcher, is charged with having paid small boys to steal grain from cars until he has accumulated a ton of barley and other grain. He will be tried May 13.

Superior, Wis.—The American Milling Co. of Philadelphia, has begun installing feed grinding machinery in the part of the Grand Republic Eltr. that remains standing after the fire, and which it has acquired.

Merrill, Wis.—Paul Gebert, pres., of the Northern Milling Co., of Wausau, Wis., has severed his connection with that company and has undertaken the financing of a \$35,000 flour mill and eltr. at this place.

Superior, Wis.—The Republic Eltr. Co. has brot suit against the Close Hardware Co., of Hibbing to recover for an alleged breach of contract in refusing to accept two cars of salvage grain from the burned Republic Eltr. at \$15 and \$3 per ton.

Waukesha, Wis.—The Hoag & Rankin Grain & Feed Co., contemplates erecting a 10,000-bu. transfer eltr. here on the C. M. & St. P. R. R. with concrete foundation, 3 legs, hopper scale, power shovels, car puller and 25-h. p. electric motor and grain cleaner. Plans are being prepared by Fred Friedline.

Manitowoc, Wis.—Owing to a disagreement on the policy to be followed by the management James G. Martin has resigned his position as pres. of the Northern Grain Co., while retaining his

interest. He has been succeeded by R. L. McCormick of Tacoma, Wash., and Chas. Esplin has been chosen sec'y, treas. and general mgr.

Milwaukee, Wis.—Seven memberships in the Chamber of Commerce were sold recently by S. W. Tallmadge at prices ranging from \$200 to \$225. Application for membership has been made by E. L. Glaser, Chicago, Ill.; John J. La Due, St. Peter, Minn.; Emil Stoppenbach, Jefferson, Wis.; M. N. Altenhofen, Random Lake, Wis.; L. D. Scott, Edward J. McClintock, H. D. Pheatt, Alfred H. Trettin, James C. Thomson, Milwaukee.

Kewaunee, Wis.—W. Seyk Co. is erecting a 35,000-bu. eltr. on the Kewaunee, Green Bay & Western Ry., to be of wood construction on piling and concrete foundation; whole house carried on framework with free working floor 36 x 36, all bins hoppers, building covered with galvanized iron. The equipment includes 8 h. p. gasoline engine, hopper scale, conveyor from cars and one stand of eltrs. with 10 x 5½ cups.—C. E. Bird & Co. have the contract.

Milwaukee, Wis.—A fight on the new Wisconsin feed law was decided upon by the Wisconsin Millers Ass'n at their meeting in this city Apr. 24. After Attorney Bass reported the progress he had made the convention went into executive session and then adopted the following resolution "That on Jan. 1, 1909, when demand for the \$25 license fee is asked by the state, that each miller, member of the Wisconsin State Millers' Association, shall absolutely refuse to pay same." The opinion of Mr. Bass and of the millers is unanimous that the law is unconstitutional, and a test case will be welcomed. The Ass'n elected S. R. Willy of Appleton pres. and E. J. Lathman of Neenah, sec'y.

MILWAUKEE LETTER.

Memberships in the C. of C. are quoted at \$250 net to the buyer.

Sidney G. Courteen and wife, have left for an extended trip to the Hawaiian Islands.

Business has been slow the last month but is picking up some and looks as if there might be more activity soon.—P. C. Kamm.

The membership formerly held by Ernst Scheuer has been declared forfeited and posted for transfer to Alfred H. Trettin, on account of the former holder's failure to pay the annual dues.

The Milwaukee Clearing House Assn. of the Chamber of Commerce has decreased its capital stock to \$12,000. The assn. decided that the former capital, which was \$30,000, was above its requirements.

In the case of the Henning Brewing Co. against the E. P. Mueller Grain & Feed Co., for the alleged violation of a contract by the latter, a jury brot in a sealed verdict in the federal court, awarding the Henning Brewing Co. \$2,616.24, the entire sum sued for.

We do not look for much improvement in prices for barley over the level they have reached. We do look for an improved demand, however, for maltsters are beginning to look around which seems to indicate they will be in the market soon.—L. L. Runkel.

There has been a marked decrease of business in milling circles and several plants are running but on half time. The receipts of wheat have been very scarce, so that everything has been cleared off

the tables in good fashion and the customary accumulations at this time of the season a thing of the past.

Everybody wants corn, making an exceedingly heavy demand and it is hardly probable that high prices will curtail the consumption any. Oats and barley started in last fall selling too high; consequently corn has been fed more than otherwise, and with a smaller crop, the demand has naturally boosted prices and there seems to be no end to it.—B. L. Franke.

A. K. Taylor, a member of the committee on appeals has resigned his place, having come to the conclusion that his duties on that committee might conflict with his duties on the committee for the supervision of grain and weighing, of which he is chairman. An election will be held May 11th to fill the vacancy. Jas. T. Mallon is understood to be a candidate for the place.

One of the accomplishments of the old administration of officers has just made its appearance in the smoking room of the Chamber, in the form of two large albums containing the pictures of most of the active members, as well as a good share of the older members. The books are handsomely bound in black morocco and considerable space has been reserved for additional photos.

Whatever dropping off there has been in the movement of grain has been fully made up for by the movement of grain firms. The Lawrence Grain Co. have moved to 417 Chamber of Commerce; P. P. Donahue to 506 Chamber of Commerce; P. C. Kamm & Co. will remove to 406 Mitchell Bldg; H. Jahns, Jr. Co. has removed from 54 Chamber of Commerce to 403 Mitchell Bldg; Francis Duhne, Jr. exporter has taken offices at 404 Mitchell Bldg. and Berger-Crittenden Co. has removed to 414 Mitchell Bldg.

Rye conditions lately are much better than they have been, especially for the lower grades which heretofore have been hard sellers. The export demand has brightened things up somewhat, although eastern markets are hardly as favorable as those here. Present prices will undoubtedly be maintained; as receipts will be more or less of a light nature, and the stocks of consumers being in a reduced state, we can expect a continuous inquiry. The consensus of opinion seems to be that with the movement of the new crop, prices in general will be lower.—H. Jahns, Jr.

With the big fall which barley has taken from its haughty position, dealers are besieged with orders to load out all stored barley and sell the best they can. There has been quite a movement in this direction, which would indicate that the action of the barley buyers has got shippers "up a tree." The almost complete absence of malting concerns in the market has had its effect and their air of indifference, even with values back almost to their former standard, is causing some bewilderment as well as apprehension, as it is known that there is still a part of that grain to come in.

Several amendments to the rules of the C. of C. have been proposed, the first under the new administration, among which is one for a dockage on durum wheat, reading as follows: "Amend section 1 of rule 19 by inserting in the paragraph relating to wastage in cleaning, after the words "No. 2 northern grade" the words "No. 1 durum and No. 2 durum." Rule 32, section 7 is to be

amended by inserting after the words "or the Board of Trade of Chicago" in the fourth line, the following: "who are also members of the Chamber of Commerce of Milwaukee." The section now reads: "To members of the Chamber of Commerce of Milwaukee elected and qualified on or before March 1st, 1906, and to active members thereafter, and to members of the Chamber of Commerce, Minneapolis and the Board of Trade of Chicago, who are also members of the Chamber of Commerce of Milwaukee, not less than one-half of the regular rates of commission may be charged, except as hereinafter provided." Section 10 of Rule 32, is to be amended by striking out the words "and are also permitted between members of this Chamber of Commerce and members of the Chicago Board of Trade when cars are bought for forwarding to Chicago." Amend Rule 4 by adding the following words: "No other business than that specified in the notice shall be considered or transacted at such meetings unless by unanimous consent of the directors present." Section 1 of rule 26 is to be stricken out and the following substituted: Section 1. "Upon the death of a member of the Chamber of Commerce it shall be the duty of the secretary to have posted for ten days a notice of same upon a bulletin board, located in a conspicuous place in the trading room, and also to make proper entry upon the records of the Chamber."—Slits.

Ineffective Feedstuff Legislation.

Should the law makers continue to enact laws providing for pure food, pure feedstuffs and pure everything excepting politics, a revulsion of public sentiment will force the repeal of all such laws. The army of pure feed and feedstuffs inspectors is now large enough so that any trickster who desires to adulterate his product will not experience much difficulty in finding an inspector who will pass his stuff, and the honest manufacturer experiences more difficulty than ever in meeting dishonest competition, because in addition to meeting the old cut-throat methods he must pay fees at every turn. Had the law makers been more desirous of protecting buyers from swindling adulterators and less firmly set on providing soft places for hungry henchman, a law would have been enacted requiring manufacturers to brand each package of their product with the name of contents and weight.

By providing a heavy fine for violation of this regulation the burden of delivering the goods sold would rest upon the seller. The vigilance of the honest manufacturer would keep the business life of the dishonest adulterator, who failed to deliver good goods, in constant jeopardy. A fine of five or ten thousand dollars for each misrepresentation would discourage every manufacturer, who has anything, from misbranding his goods; and naturally the trade would soon drift into responsible hands to the advantage and permanent protection of consumers.

I can not run the grain business without the Grain Dealers Journal.—L. G. Ocheltree, Chickasha, Okla.

A United States customs officer has been indicted at Winnipeg, Man., on the charge of having kidnapped farmers. The officer, Geo. Foulkes, at Pembina, N. D., led a farmer's team to the customs office, upon suspicion that the farmer was a smuggler of wheat.

Mac Bride Coal & Coke Co.

Producers and Shippers
GENUINE POCAHONTAS and NEW RIVER
SMOKELESS COAL
Also Pennsylvania, West Virginia, Ohio, Indiana and Illinois Coal. Foundry, Furnace, Crushed and Gas House Coke.
Fisher Building, CHICAGO, ILL.
Long Distance Telephones Harrison 419 and 630

YOU WILL NOT

be compelled to file claims for shortages
if your cars are equipped with

THE KENNEDY CAR LINER

It positively prevents leakage of grain in transit.
Further information cheerfully furnished if desired
FRED. W. KENNEDY, M'r.
Shelbyville, Indiana

The Reason

For consigning to us is:—We make good sales and prompt returns.

ORDERS IN FUTURES also carefully executed. Why not give us a trial.

McKENNA & RODGERS

61 Board of Trade Chicago

STATIONERY



Business and Social Embossed and Engraved Wedding and Commencement Invitations, Calling and Business Cards. Largest plant in U.S. in this line. Samples willingly furnished.

CLINCH PAPER CLIPS

1000, 30c postpaid—5000, \$1.25 Ex. prepaid—25,000 lots, 15c per 1000 F. O. B. Buffalo.

THE AMERICAN EMBOSSENG CO.
BUFFALO, N. Y.

Read the Story

of the condition of your grain at all points in storage bins.

No More Anxiety!
No More Useless Turning of Grain!

Use

THE ZELENY THERMOMETER



Send for circulars

The Multiplex Electric Thermometer Co.
Red Wing, Minn.

Grain Carriers

Rates on wheat and flour from Seattle to Asiatic ports have been cut again, to \$2 per ton.

The uniform B/L bill is still pending before the house committee on interstate and foreign commerce.

Cargo records are broken again, this time by the steamer W. B. Kerr, which last week loaded 428,000 bus. of grain at Superior.

Vessels were lined up by the score at the Port Arthur, Ont., elevators May 2 waiting to get under the spouts. In a few days 6,000,000 bus. of wheat was shipped.

C. M. Levy, third vice pres. of the Northern Pacific, states that his road in the next 60 days will spend \$1,500,000 for freight cars in anticipation of increased business.

The first boat to reach Buffalo from Milwaukee was the steamer Alva with grain Apr. 25. The first boat to arrive at Duluth from the lower lakes was the Munsey Apr. 29.

The John Schulz Feed Co., of Little Rock, Ark., has brot suit against the Missouri Pacific Ry. Co. to recover \$5,208 damages on account of alleged rebating to its competitors on shipments of feed.

Six steamships will be put on the run between Seattle and the Orient next summer is the announcement of the Chicago, Milwaukee & St. Paul R. R. Vice Pres. Hiland has closed a deal with a Japanese company.

Special Examiners Lamb and Drayton of the Interstate Commerce Commission took testimony at Oklahoma City, Okla., Apr. 30, as to discrimination by various roads in the rates on wheat and other commodities.

The press report that the British bark Celticbourn loaded a cargo of wheat in bulk at Portland for the United Kingdom is denied by her charterers, Balfour, Guthrie & Co., who state that the entire cargo has been sacked.

The Transportation Commission of Canada has announced that it will grant a sitting at any time to the shippers or the railways on the uniform B/L. The Commission has sent a circular to those known to be interested advising the appointment of two small committees representing the railroads and the shippers to agree on a form.

Steps have been taken by the Texas interstate lines to cancel the 125 per cent rate on snap corn, in response to the urging of Sec'y Dorsey of the Texas Grain Dealers Ass'n. The ground for asking this adjustment is the decision of the Interstate Commerce Commission in the Ocheltree case, putting snap corn back to the sheller corn rate.

Effective with close of business May 25, as per Supplements Nos. 7 to Western Trunk Line Tariffs Nos. 849 and 854, the proportional rates from St. Paul, Minneapolis, Duluth, Minn., etc., to the western termini of eastern trunk lines (Buffalo, N. Y., Pittsburgh, Allegheny, Pa., Bellaire, Ohio, Wheeling, W. Va., etc.) of 17½ cents per hundred pounds on corn, and 16 cents per hundred pounds on oats, rye and barley will be cancelled, leaving no specific thru rates in effect. Therefore, on and after May 25, the combination of locals will apply on this

traffic, giving a total through rate of 18 cents per hundred pounds, made up of 7½ cents per hundred pounds west and 10½ cents per hundred pounds east of Chicago.—W. M. Hopkins, Manager, Transportation Department, Chicago Board of Trade.

Complaints against the hay storage rule at New York were heard Apr. 27 by Commissioner Prouty. The car service rule, put in force in 1902, carried a charge of \$1 demurrage for cars allowed to remain unloaded more than two days. The new rule carries with it this old charge for two days; for the next two days, \$2 a day; \$3 a day for the next two days, and \$4 for each succeeding 24 hours. This new rule does not apply to Jersey City or the terminals of the Long Island Railroad. That is where discrimination comes in. The case was adjourned until May 26.

A general advance of 10 per cent in freight rates on July 1 and Aug. 1 is contemplated by the railroads in order to maintain dividends on watered stock without cutting down wages. Some months ago when two southern roads sought to cut wages Pres. Roosevelt promptly directed the Interstate Commerce Commission to investigate the business methods of those roads to determine whether the cut was not far more than the falling off in business warranted. One of the roads thereupon dropped its plans for reduction in wages. It remains to be seen whether the administration believes that the producers and consumers need protection from railroad rapacity as badly as do the laborers. A campaign against the advance will be started by the Illinois Manufacturers' Ass'n at a conference to be held at Chicago May 15.

Tariffs of all western roads have been issued to take care of the new basis effective May 1 with the exception of the Chicago Great Western Ry., which has issued tariff in question effective May 18, so that on and after that date the specific proportions east of Chicago will be on the basis of 15½ cents per hundred pounds to New York City, instead of 15 cents, as heretofore,—subject, of course, to the transit privilege covering grain in transit prior to an advance in rates.

The Interstate Commerce Commission, it was announced May 8, recommends that Congress enact a provision extending the operation of the commodity clause of the Hepburn act in the interest of fairness to the railroads, so that sufficient time may be had to test in the courts the validity of the enactment. Senator Elkins recently introduced a resolution that the operation of the commodity clause be suspended, but was suc-

cessfully fought by Senator Culberson. This clause seeks to prevent railroads from engaging in the same business with their shippers, especially in the operation of coal mines.

Elevation Allowance Decision Reconsidered.

In the matter of allowances to elevators by the Union Pacific Railroad the Interstate Commerce Commission has recently made the following announcement of its desire for additional argument on May 8:

From numerous protests and complaints that have reached the Commission since the handing down of its last decision in this proceeding on April 9, 1907, it is apparent that there has been a wide extension among interstate carriers of the payment of the so-called elevator allowances on shipments of grain, and that there is a general feeling that the practice results in an unlawful discrimination. The Chicago Board of Trade and other interests largely concerned in the shipment of grain have asked for the further consideration of the matter. Under these circumstances we have concluded in the public interest to reopen the proceeding and to set it down for further argument on May 8 in the hearing room of the Commission at Washington. Of this action the parties hereto have already been advised.

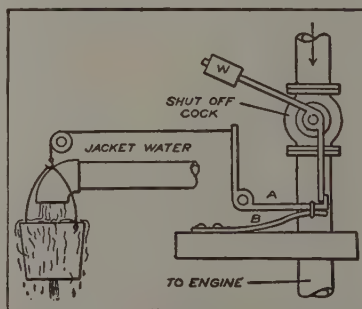
It seems unnecessary to take further evidence and the matter will, therefore, be considered on the present record. It is the desire of the Commission that counsel shall again argue the general question of the legality of the contract of the Union Pacific Railroad with Peavey & Co. and the lawfulness of the allowances that are made to the latter company at Council Bluffs, and Kansas City under the terms of that contract.

In connection with the re-examination of these general questions the Commission desires the benefit of the views of counsel with respect to two points which have been strongly urged upon our attention and which may be stated briefly as follows:

The clipping, cleaning, grading, weighing and mixing of grain are services that have no relation to transportation, but are of commercial advantage to the shipper of the grain. If performed or paid for by a carrier at one place where it has put an elevator under contract, as with Peavey & Co. at Council Bluffs and Kansas City, is it not an unlawful discrimination not to perform or to pay for similar services elsewhere on its line?

Wheat and other grains are dealt in upon the great grain markets of the coun-

Automatic Shut-Off for Gas Engine.



A simple device for shutting down the gas engine when the jacket water supplied to the cylinder fails to flow is described by the *Engineer*. The jacket water is discharged through a pipe outdoors and the stream from this pipe is caught in a bucket which is suspended by a cord passing over a pulley. The bottom of the bucket is pierced by a hole which is about ¼ in. in diameter. So long as the water discharges from the jacket the bucket will be kept full and running over. If the flow of water ceases the bucket will empty through the small hole in the bottom and the catch, A, will be thrown downward by the spring, B, allowing the weight, W, to fall and close the shut-off cock.

try on fractions as small as one-eighth of 1 cent per bushel. A fluctuation of that amount often suffices to effect or prevent sales. And slight differences in the transportation rates are sufficient to turn a movement of grain from one market to another. In other words, no commodity that enters so largely into the commerce of the country is more sensitive than grain to fluctuations in price or rates. If, therefore, a shipper receives from a carrier, in connection with the transportation of his grain, any service or privilege that results in a benefit to him to the extent even of a small fraction of a cent per bushel, it gives him an advantage which can readily be turned to his profit.

While some grain is taken directly to the mills, the bulk of the traffic must pass either through public or private elevators. A grain market can be maintained only by the use of elevators. A grain dealer must, therefore, have his grain unloaded into a public elevator and pay its storage charges, or must handle it in his own elevator and pay the cost of operating it. In other words, Peavey & Co., for the successful conduct of their business as dealers in grain, must either use a public elevator or provide themselves with one of their own. In either event a substantial expense item is involved.

It is insisted that a contract, such as the one here involved, when made with a dealer in grain who handles his own wheat, results in an unlawful discrimination, whatever may be the amount of the allowance and whether it be in excess of the cost of the service or not, for, as Peavey & Co. cannot conduct their business as grain buyers and dealers without using a public elevator and paying its charges, or without owning their own elevator and paying the cost of operation, any amount, be it small or large, contributed by the Union Pacific Railroad to the cost of running their elevator must

necessarily operate, pro tanto, as a special concession in their favor.

It is contended that any aid received by them from the Union Pacific Railroad, whether sufficient to cover the cost of running the elevator or not, even tho it amounts to but a small fraction of a cent per bushel, really results in giving to Peavey & Co. a benefit which, altho under the present tariffs of the Union Pacific Railroad, is shared by other grain dealers in business at Council Bluffs, Omaha and Kansas City, is nevertheless denied to grain dealers at other points on the line of that company. Such dealers have to bear the entire burden of running their elevators or pay for the elevation service on their grain when performed by a public elevator. And this, it is earnestly contended, is not only an unlawful discrimination against them but against the several communities in which they conduct their grain business.

Altho the matter of elevation allowances was brot before the Commission for this, the third time, by the Chicago Board of trade, that organization, thru its attorney who was present at the hearing May 8, practically withdrew by making no arguments. The Chicago Board simply maintained its position as complainant by a brief statement as to how the Chicago grain dealers feel concerning the practices of the railroads in granting the elevation allowances.

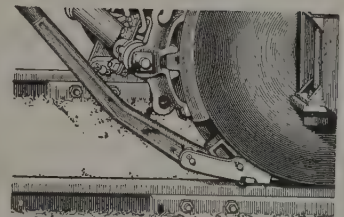
One of the Commissioners expressed his surprise that a leading grain center took no more interest in the question.

Competing railroads made vigorous complaint that the allowance enabled Peavey & Co. to co-operate with railroads to the detriment of other buyers and carriers.

It is believed that the Commission will make further inquiries at a hearing which may be held at Omaha. The allowance should either be denied to all or given to all.

KANT SLIP Car Mover

Address: P. H. JACOBUS, Millstadt, Ill.



THE NO-SLIP CAR MOVER

Patented April 16th, 1907. Manufactured by J. THE NO-SLIP CAR MOVER WORKS, New Madison, Ohio. The best and most powerful car mover made. Try one on 5 days' trial and you will never use anything else. Price, \$5.00.

SPECIAL GRAIN SHOVEL ROPE

A[Marlin covered wire rope, flexible as manila rope and much more economical. Try it and you will not fail to like it. Sample furnished on request.

Also Special Car Pulling Rope and Jupiter Transmission Rope

DURABLE WIRE ROPE CO.

BOSTON CHICAGO
26-30 Atlantic Ave. 32 S. Canal Street



Wanted—A corner. But the different markets are playing the game to keep him out. —Minneapolis Journal



The National City Bank of Chicago

The Temple, S. W. Cor. La Salle and Monroe Sts.
CHICAGO

Capital \$1,500,000. Surplus \$300,000

Approved by Chicago Board of Trade
as a Margin Depository

We are prepared to give the most prompt, careful and courteous personal attention to our customers with a view to increasing their number. We invite correspondence or a personal interview with the representatives of Banks, Corporations, Firms and Individuals. —DAVID R. FORGAN, Pres.

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Supply Trade

I am getting more building contracts than ever at this time of the year.—G. H. Birchard.

The Foos Gas Engine Co. reports a large number of foreign orders as well as a good domestic business.

The Howe Envelope Co. Ltd. manufacturers of grain sample envelopes, Detroit, Mich. has changed its name to the Tullar Envelope Co.

The C. O. Bartlett & Snow Co. has just issued a new catalog No. 25 describing a complete line of crushers, pulverizers and feeders.

The Atlas Belting Co. has some souvenir court plaster knapsacks it is sending to grain dealers who forward their address to the Chicago office.

The Avery Scale Co. has issued Bulletin No. 94 illustrating and describing the Avery elevator scale, oats scale, sacking scale and other automatic machines for varied uses.

Westernisms is the title of a booklet of funnygrafs recently issued by the Union Iron Works of Decatur, Ill. Copy can be secured by readers of the Journal upon application to the publishers.

Jenkins, Kaucher & Co. is the style of a new firm of engineers and contractors, who will make a specialty of building grain elevators. It is composed of O. W. Jenkins, G. C. Kaucher and E. G. Hodges and will make its headquarters at Memphis, Tenn.

T. C. Miller former president of the Marinette Gas Engine Co. and F. L. Monroe sales agent are being tried before the Federal grand jury for using the mails to defraud. They are said to have secured \$114,000 selling worthless stock before their game was stopped.

The Huntley Mfg. Co. reports a large increase in orders for grain cleaning machinery, and advises those who will need such to send in their orders at once specifying date of shipment for if business continues to increase it will be impossible to get out orders promptly.

The Cleveland Elevator Bucket Co. makes an elevator bucket in three pieces which has no rivets, no bands, no braces, no inside plates, out of Bessemer steel. The bucket is higher priced than the ordinary steel bucket but the company claims it will carry from 10% to 33 1/3% more than the ordinary bucket and last a much longer time.

The Fort Wayne Oil & Supply Co. has some interesting information relative to paint for elevators that the dealers who are going to paint may secure by writing to the Fort Wayne, Ind. office. This company also handles a line of belting, elevator buckets, and much machinery of interest to grain men, which is well illustrated in a catalog recently issued.

The suit of the American Co-operative Journal versus The Younglove Construction Co. account non-fulfillment of advertising contract and counter suit of Younglove Construction Co. against American Co-operative Journal for damages resulting attachment and misrepresentation has been withdrawn and expenses paid by the publishers of the journal.

E. G. Isch & Co. manufacturers of

Johnsons Grain Renovator & Dryer have opened offices at Philadelphia with B. Remmers & Co. as representatives in the Bourse; O. T. Boulton Ohio representative at Covington, and A. A. Fellows as Iowa representative at Chillicothe, Mo. The firm reports that the Sidney Grain & Mfg. Co. at Sidney, O. and the Farmers Grain & Lumber Co. at Thomasboro, Ill. have installed the Johnson Drier.

Sprout Waldron & Co., Muncy, Pa. have just completed a very handsome 128 page catalog, illustrating and describing their line of Monarch Attrition Mills, Single Head Mills especially adapted for cracking corn, 3 Pair High Roller Mills, Vertical French Burr Mills, Elevators & Baggers, Ear Corn Crushers, Feed & Meals Screens, Corn Shellers, Hominy Mills, Reels, Conveyors and power connections, which they will mail to any elevator operator interested in any of the machines.

The Peerless Automatic Distributing Spout manufactured by the Hayes Mfg. Co. Detroit, is worthy of notice because it operates on a hinged nozzle with an automatic cut off. A pedal close to the handle by which the spout is operated moves up and down when operator adjusts spout thus automatically notifying operator whether spout has been adjusted correctly. If the spout is correctly set the pedal moves up 8 inches or thereabouts; if it rests on top of bin the pedal moves only about 8 inches and the spout is closed.

Articles of Incorporation of the Standard Scale & Mfg. Co., of Des Moines, Iowa, with Capital Stock \$50,000 have been filed for record. Incorporators: Pres. H. C. Hargrove, of the Des Moines Implement Co., Vice-pres. L. A. Altona, Pres. and Mgr. Des Moines Scale & Mfg. Co., Treas. T. W. Carpenter, Gen. Mgr. Enterprise Coal Mining Co., Secy C. A. Christofferson, Supt. of the Des Moines Scale & Mfg. Co. This company has taken over the business and plant of the Des Moines Scale & Mfg. Co. The business will be confined to the manufacture of scales of the highest class.

Self Cleaning Boot.

Spoiled grain in an elevator boot is not uncommon. In fact many elevator boots are so made that when the belt is shortened and the pulley adjusted some grain is left in the bottom of the boot untouched, because the boot casing remains stationary.

In order to overcome this trouble wedges are often driven under the boot. Such a system is rather crude and as it takes time the grain and boot are often neglected. J. N. Nutt, Sidney, O., decided to make a boot in which this trou-

ble would be overcome. The illustration shows what he has made, and machinists who have seen the boot declare it is not only unique but is self cleaning.

The pulley and the base of the boot are operated as one piece. That is, when the levers for adjusting the pulley are moved, the boot casing moves also. Hence it will be seen that by moving the pulley upward for shortening the belt the boot comes up also and any grain that may be in it is always kept within reach of the elevator buckets. The boot moves every time the pulley is moved up or down. Mr. Nutt has not patented his self-cleaning boot, having made it just for the satisfaction of seeing if it could be done successfully. He is not manufacturing elevator machinery, but would be glad to confer with any one who needs such a boot.

Manila Hemp Rope.

Manila Hemp Rope is made from the fibers of the Musa Textilis, a plant be-



Stripping the Plant.

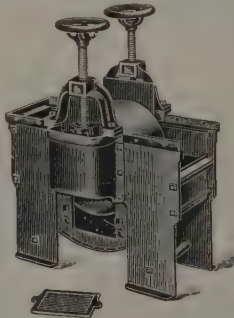
longing to the same species of vegetation as the Banana, grown in the Philippine Islands.

Musa Textilis attains a height of about 20 ft. The stem of each leaf forms a cluster which appears to be the trunk of a tree. These stems forming trunks each carry a huge leaf which branches at the top.

When the trees are three years old the natives strip the leaves from the plant, and pull out the fibrous veins which are a part of the outer covering of the leaf stock. These veins are then scraped with bamboo sticks until the fiber only remains. The fiber is rough and uneven and more or less like splintered wood.

One tree yields less than a pound of fiber. A native can produce about 18 pounds per day. After the fiber has been scraped it is dried, sorted and baled. The select grades known as "fine makes" consisting of long, strong, silky veins are baled separately, from the short inferior grades. It is apparent that the manufacturer of Manila rope may secure an inferior grade of hemp if desired, and make an inferior grade of transmission rope.

Manila fibre is imported in bales and manufactured into rope in this country. Much skill is required in the proper selection of fibre which is first fed into a Spreader. This process is called "hackling and drawing." The fibre is shredded as it passes thru several drawing



frames. This process is continued until the slivers are fine enough for the Spinning frames. Yarn is spun out of fibre which is wound around a huge bobbin holding about 12 pounds.

The Bobbins are then placed on Form-

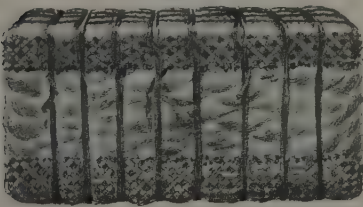


Scraping Hemp Fibres.

ing machines which divide the yarn into strands, the number of threads in each strand depending upon the size of the rope to be made. The last machine to receive the strands and finish the rope is the Laying machine.

The lubrication of transmission rope has been a problem for the manufacturer but the most approved system today is to pass the heart and center yarns of each strand thru a specially prepared lubricant. When tension is applied to the rope it oozes to the surface protecting the rope within and without.

In practically all large terminal elevators and hundreds of smaller houses Manila rope is used to transmit power. It is economical and may be used where belting is not adaptable. The system of



A Bale of Hemp.

utilizing transmission rope today allows as many corners to be turned, and inaccessible nooks penetrated with power as the average mechanic desires.

The Journal is indebted to H. Channon Company for illustrations.

Gigantic irrigation problems are being worked out in the Punjab of India by the government and the production of wheat is expected to increase enormously.

If I ever go with a firm that does not receive the Grain Dealers Journal I will subscribe at once. I read it regularly and would not be without it.—Alfred Cram, Sioux Falls, S. D.

Every advertisement in this Journal contains a message for some reader. A machine or business that is worth telling about is usually worth buying or patronizing.

Elevator Leg Feed Gates.

Feed gates are often regulated by placing a small wedge between floor and the handle of the gate, or by inserting a pin thru a hole in the handle and into the elevator leg. Either of these systems are a makeshift and should be displaced by a rack and pinion feed gate which is inex-



pensive, or a ratchet and lever as shown in accompanying illustration.

The wedge or pin which is used to adjust the gates often gets lost or the vibration of the elevator when the machinery is running shakes them from their places, and unless an operator happens to be at hand the feed is shut off, and power and time wasted. The ratchet and lever, or rack and pinion systems are intended as substitutes for crude methods. Aside from the efficiency of one of these feed gates which, when set, stays so until moved, all guess work is eliminated and the gates need never be opened beyond the carrying capacity of the leg. We are indebted to Weller Mfg. Co. for the illustration of ratchet and lever gate.

We cannot do without the Grain Dealers Journal, as we consider it the only grain paper on the market worth the time.—Geo. W. Hill & Co., Nashville, Tenn.

The acquiring of knowledge by experience in the grain business is very costly sometimes, and as we desire to keep posted at all times and benefit at the other fellow's expense, we will read the Grain Dealers Journal.—R. L. Cole & Co., Krum, Tex.

The Grain & Produce Dealers Ass'n of Berlin, Germany, contemplates continuing business only until present contracts have been liquidated, in consequence of the uncertainty in the enforcement of the amended bourse law, as to whether the prohibition applies to futures as well as privileges. Traders object to the section making the penalty for engaging in the prohibited transactions fine and imprison-



R

+ FUMA =

Live weevil plus a little Fuma equals dead ones every time

Fumigate Your Elevators and Mills With FUMA

The only satisfactory method of treating grain in the bin; kills all insects, weevil, moths, etc.

10c per lb. in 50 lb. and 100 lb. drums
Send for printed matter

EDWARD R. TAYLOR
Manufacturing Chemist Penn Yan, N. Y.

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This is the type of Service that we are rendering today to many of the most successful Advertisers in America, in preparing and executing for them—

Data - Built Advertising Campaigns

And this is the type of Service which is reflected in *The Mahin Advertising Data Book*—which contains the gist—the pure cream—of reliable Data we have gathered, developed, condensed, verified and applied, in years of broad Advertising experience.

The Mahin Advertising Data Book details the number of people and the number of families in each State in the Union—showing Rural and Urban populations. It tells how many farmers there are in each section, how many mechanics, railroad men, manual laborers, etc., etc., and their average income.

It tells you of the distribution of Rural Free Delivery Routes, by which to reach Farmers, and has a complete list of dealers in various lines by states.

The Mahin Advertising Data Book gives complete lists of Magazines, Women's, Agricultural and Religious Publications, Newspapers, Bill Posting and Street Car facilities, with rates, discounts, "closing dates" etc. Besides, over 100 pages are reserved for owners of Magazine, Newspaper, Street Car and Bill Board space to make most explicit announcement of the advantages they offer Advertisers.

Printed upon fine Crane Japanese Linen paper, with gilt edge, in Red Russia leather—432 pages, vest pocket size. Price, only \$2.00.

And we will be glad to send it for a month on approval, to any Advertiser, Advertising Manager, Business Man or Publisher who will write for it. Write for your copy today, to

MAHIN ADVERTISING COMPANY
832 American Trust Building, CHICAGO, ILL.

Supreme Court Decisions

Arbitration.—Arbitration proceedings need not follow technical rule and formality, but, if they are honestly and fairly conducted, it is sufficient.—*Carlston v. St. Paul Fire & Marine Ins. Co.*, Supreme Court of Montana, 94 Pac. 756.

Delivery of Goods.—In the absence of special contract, a carrier is not bound to make delivery of goods at any other than the usual place of delivery.—*Erie R. Co. v. Wanaque Lumber Co.*, Court of Errors and Appeals of New Jersey, 69 Atl. 168.

Cash Sale—Title in Seller.—Where a sale is for cash, payment precedes the transfer of title, and, until made, title remains in the seller, who may, on the buyer obtaining possession without payment, recover possession in trover.—*Sharp v. Hawkins*, St. Louis Court of Appeals, Missouri, 107 S. W. 1087.

Ownership of Crops.—The presumption that the owner of land is entitled to the crops grown thereon is a prima facie one only, and may be overcome by the contract of the parties in reference to the disposition to be made of the crop.—*Wadsworth v. Owens*, Supreme Court of North Dakota, 115 N. W. 667.

Submission to Arbitration.—A submission to arbitration of all manner of actions, causes of actions, suits, controversies, claims, and demands whatsoever pending between the parties, authorizes the arbitrator to allow interest on a sum found to be due one of them.—*In re Burke*, Court of Appeals of New York, 84 N. E. 405.

Landlord's Lien—Replevin.—Replevin is a proper remedy to recover crops of a subtenant seized by a constable under a writ of attachment issued for the purpose of enforcing a landlord's lien for rent against the tenant in chief, when such crops were not subject to such lien at the time the attachment was issued.—*McFall v. Elmore*, Supreme Court of Oklahoma, 94 Pac. 545.

Ownership of Draft with B/L.—Any implication of ownership of drafts in a bank, because of possession thereof with a B/L attached, is subject to explanation, or to be disproved by evidence tending to show that the bank merely held the drafts for collection.—*Natl. Bank of Commerce of Minneapolis v. Rotan Grocery Co.*, Court of Civil Appeals of Texas, 108 S. W. 1192.

Contract for Reduced Rate Void.—It is beyond the power of either a railroad company or a shipper to make a valid contract for a less rate than the public schedule filed with the Interstate Commerce Commission, and notwithstanding such a contract the liability of the shipper is the rate so published and filed.—*Pecos Valley & N. E. Ry. Co. v. Harris*, Supreme Court of New Mexico, 94 Pac. 951.

Agreement Not to Engage in Business.—The buyer of a business under an agreement that the seller will not enter into a similar business may sue the seller for a breach of the agreement, though he has in turn sold the business since such violation, at least in the absence of evidence showing how much the purchase price was paid for the good will of the business.—*Canady v. Knox*, Supreme Court of Washington, 94 Pac. 652.

Right to Recover for Employee's Default.—Where, at the time a fidelity insurance contract was executed, the employee whose fidelity was insured was a defaulter to a large amount, and proper examination of his accounts would have disclosed the fact, no recovery can be had against the insurer, who entered into the contract relying on the employer's statement that his accounts had been examined and found correct.—*Glidden v. United States Fidelity & Guaranty Co.*, Supreme Judicial Court of Massachusetts, 84 N. E. 143.

Demurrage Charges.—When the charges of a railroad for demurrage or "car service" are based on tariffs filed with the Interstate Commerce Commission, as provided by the interstate commerce act, such charges as to cars engaged in interstate commerce are conclusively presumed reasonable in a state court, in the absence of any action of the commission thereon.—*Erie R. Co. v. Wanaque Lumber Co.*, Court of Errors and Appeals of New Jersey, 69 Atl. 168.

Employer's False Statement to Bonding Company.—An auditor's finding that a statement by an employer in applying for insurance of the fidelity of an employee was untrue, in that examination of checks drawn against his bank account would have disclosed obvious forgeries, cannot be controlled by the forged checks as evidence, however good the imitation of the employer's signature might be, since he knew just what checks he had entrusted to the employee.—*Glidden v. United States Fidelity & Guaranty Co.*, Supreme Judicial Court of Massachusetts, 84 N. E. 143.

Statute Voiding Telegraph Blank Clause is Valid.—Pub. Acts 1893, p. 312, No. 195, § 1, making a telegraph company liable for negligence to the amount of loss sustained, applied to an interstate message, so as to constitute a stipulation therein, limiting liability on an unrepeatable message to the amount received for its transmission, void, and no limitation of the amount of liability, does not regulate interstate commerce in violation of the Constitution of the United States. (Affirmed by divided court.)—*Commercial Milling Co. v. Western Union Tel. Co.*, Sup. Ct. of Mich., 115 N. W. 698.

Part Payment on Hay Contract.—Plaintiff orally purchased from defendants 24 tons of hay or more at defendant's option at \$10 per ton, plaintiff to bale the hay. After making the contract plaintiff sent balers to defendant's premises who baled the hay with defendant's knowledge and assistance, for which work plaintiff paid \$1.10 per ton, after which defendants refused to deliver the hay or perform the contract. Held, that the payment for the baling was sufficient part payment to take the case out of the statute of frauds.—*Driggs v. Bush*, Sup. Ct. of Mich., 115 N. W. 985.

Sale of Standing Corn.—Defendant, being unfamiliar with the acreage of corn in the field, and relying on plaintiff's statement

that it contained a certain number of acres, was entitled to rely on such representations, and knowledge of the number of acres contained in the field cannot be imputed to him. Defendant may recover on his counterclaim on a count for money had and received the amount paid for the corn in excess of the actual number of acres in the field; an action for money had and received being the proper remedy.—*Lewis v. Muse*, St. Louis Court of Appeals, Missouri, 108 S. W. 1107.

Carrier's Duty to Maintain Grain Warehouse.—Hurd's Rev. St. 1905, c. 114, § 3, requires railroad companies to transport grain in bulk, but there is nothing in the statute requiring them to maintain regular public warehouses. A railroad company has no power, either express or implied, to maintain a regular public warehouse as an incident to its duty as public carrier. A railroad company's property, devoted for a long term of years to use as a regular public warehouse for the convenience of members of a grain trading exchange, is not thereby impressed with the right of the public to have such use continued.—*People v. I. C. R. R., C. B. & Q. R. R., C. R. I. & P. R. R.*, Supreme Court of Illinois, 84 N. E. 368.

Rights of Transferee of B/L.—A consignee consigned car loads of goods to his own order, with instructions to notify proposed buyers, and drew sight drafts against the goods in favor of a bank, and attached thereto the Bs/L. The cashier of the bank and the consignor testified that the bank bought the drafts outright and gave credit therefor to the consignor, who checked against the credit. The consignor was active in attempting to prevent the diversion of the goods from the claim of the bank to the claims of subsequent attaching creditors of the consignor. Held, that the bank had a special property in the goods, and was entitled to recover the amount of the drafts as against the attaching creditors.—*Third Nat. Bank of St. Louis v. Hayes*, Supreme Court of Tennessee, 108 S. W. 1060.

Evidence of Condition of Rice on Delivery to Carrier.—On an issue of the condition of rice purchased when delivered to the carrier, evidence that, on delivery to the carrier, its agent issued a B/L reciting that the rice was in good condition; that there was no indorsement that the rice was damaged, and that, if it had not been in good condition, a clean B/L would not

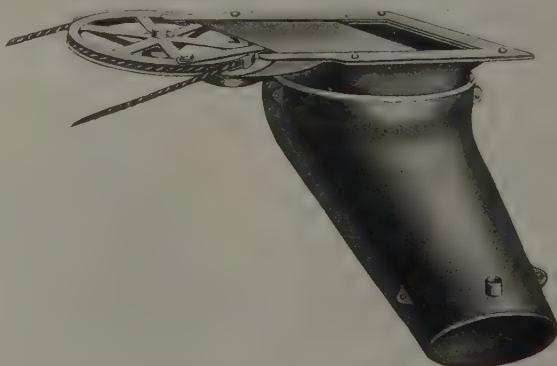
The Munn Bin Valve.

The Munn bin valve is adjustable to any spout, where it is desired to cut off feed at some point distant from the bin quickly and conveniently. The valve may be used also with cast iron turn head as shown in cut.

The installation and operation of the valve are very simple. The slide which stops flow of grain is moved back and forth by means of a link attached to the under side of the slide at the front. Opposite end of link is attached to operating

wheel. The operating wheel is rotated by means of a rope, passing around the wheel with two turns in the groove. From the wheel the rope leads to some convenient point, then passes thru double tackle block, and down within easy reach from the floor.

The valve may be used with or without the turnhead, and can be bolted to twin girders under bin or attached to steel or concrete hopper bottom. The Munn Bin Valve is manufactured by Skillin & Richards Mfg. Co.



The Munn Bin Valve.

have been issued, but would have had indorsed thereon the condition in which the rice was, was hearsay, and should not have been admitted; since, though the carrier may have been the purchaser's agent upon delivery, it was not his agent in that sense which would justify an admission on its part as to the soundness of the rice, which would bind the purchaser in a suit for the price.—Bloom's Sons Co. v. Haas. St. Louis Court of Appeals, Missouri, 108 S. W. 1078.

Jurisdiction on Reconsignment Charge.—Interstate Commerce Act, Act Feb. 4, 1887, c. 104, § 1, par. 3, 24 Stat. 379 [U. S. Comp. St. 1901, p. 3155], provides that all charges made for any service rendered or to be rendered in the transportation of passengers or property shall be reasonable and just, and any unreasonable charge is prohibited and declared to be unlawful. Held, that an action by certain shippers to restrain an interstate carrier from enforcing a reconsignment charge of \$5 per car, as unreasonable, tho maintainable at common law, was nevertheless a suit within the interstate commerce act, so that federal jurisdiction was not alone dependent on diverse citizenship, and hence could be brought only in the district of which the defendant was an inhabitant, as provided by Judiciary Act March 3, 1887, c. 373, § 1, 24 Stat. 552, as amended by Act Aug. 13, 1888, c. 866, 25 Stat. 434 [U. S. Comp. St. 1901, p. 508].—Sunderland Bros. v. Chicago, Rock Island & Pac. Ry. Circuit Court, Nebraska. 158 Fed. 877.

The low cost of denatured alcohol is attracting attention to its use in anti-freezing cooling fluid for gas engines. It is said that a solution containing 2 pints of alcohol per gallon will freeze at zero, 3 pints per gallon at 20 degrees below and 4 pints per gallon at 38 degrees below.

Frozen wheat has been experimented with as a feed for live stock by Professor Grisdale of the Central Experimental Farm, Canada, who reports that "Frozen wheat may be fed with profit to dairy cattle, steers, swine and poultry. It should, however, be finely ground. It is better to mix it with some other meal, bran or oats being most suitable."

The Ohio Gasoline Engine.

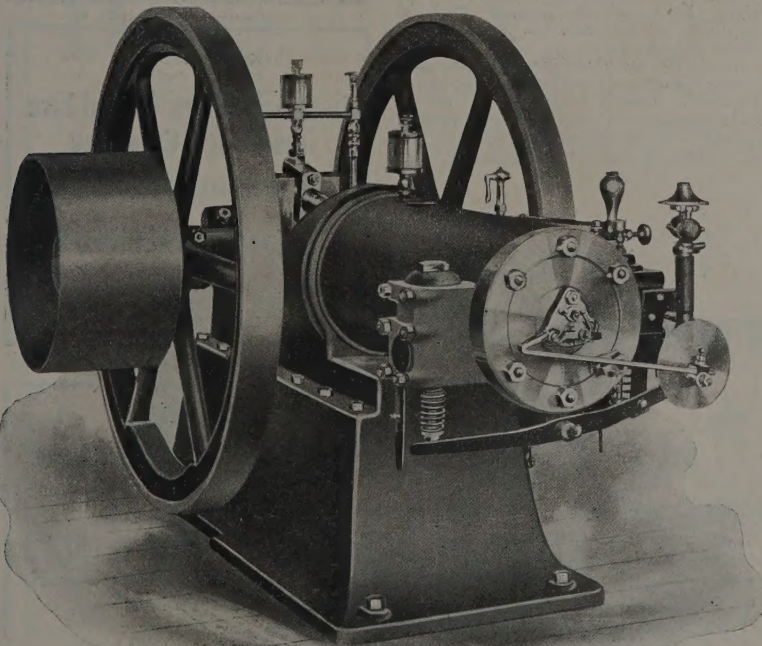
Each year more and more gasoline engines supplant other kinds of power in doing all manner of work. And conditions must be greatly out of the ordinary if a gasoline engine is not selected for the new elevators that are continually being built.

The gasoline engine illustrated herewith is called the Ohio and is made by The Ohio Motor Co., of Sandusky, O. In designing this engine the makers have endeavored to make it easy to start, reliable in operation and simple in construction, with all working parts accessible, all adjustable for wear and having a minimum number of working parts.

This engine operates on the well known four-cycle principle. The governor is of the ball type similar to those used on high grade steam engines. It is very sensitive, securing close regulation and economy of fuel. All parts that require adjustment for speed changes, such as igniter, governor and fuel valves are on the starting side of the engine, where the operator can reach them easily and where he can see at a glance any working part that requires attention or adjustment.

This engine can be operated economically with gasoline, distillate, alcohol, kerosene, natural or manufactured gas. It is claimed by the makers that Ohio engines are used in 75 per cent of the elevators located on the I. C. R. R. in Illinois. Bulletins illustrating and fuller describing this engine will be sent to Journal readers by addressing the company.

Drouths in the corn belt have recurred at 7-year intervals since 1874. The last general drouth, which reduced the yield of corn for 6 years from 25.6 to 16.7 bus. for the one year, was in 1901. The next year of drouth should be 1908. Accordingly crop experts and speculators will watch the reports of rainfall most closely during the coming summer.



The Ohio Gasoline Engine.

Langenberg Bros. & Co.

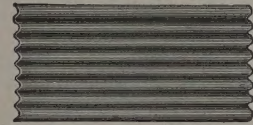
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We Are Large Manufacturers of Steel Roofing, Corrugated Iron, Etc.



We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

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Prompt and Accurate Analyses of All Grain and Feeds

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The Columbus Laboratories

103 State St., Chicago



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HELP or a POSITION, can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain-trade's accepted medium for "wanted" and "for sale" ads.

In Case of Fire.

The Grain Dealers National Mutual Fire Insurance Company is supplying its policyholders with a number of excellent suggestions as to "What to Do in Case of Fire," and we are glad to reproduce them here for the benefit of all elevator employes and owners. They should be read carefully by each *now*, as none will have time after the fire starts.

While your first duty is to prevent fires by care and attention to any dangers and to keep barrels of brine and buckets or other fire fighting apparatus in condition for immediate use, you should be prepared to act to the best advantage should a fire occur.

UPON DISCOVERING A FIRE.

1st. Keep a cool head. Don't get excited.

2d. The bucket of water is the most reliable and effective on the fire in its first state. In its use make every bucketful count.

3d. If the fire gets beyond the use of buckets, then give an alarm for assistance, using steam whistle, telephone or other means. Let your helper do this.

4th. If fire is in adjoining property, render what assistance you can, but don't neglect to get your own barrels and buckets and, if possible, extra supply of water, hose and other apparatus ready to protect your elevator.

5th. With a fire in the town, no matter how distant, there are plenty of other people to handle it. Watch your property, get ready for a possible shower of sparks and burning embers.

6th. A ladder to reach awnings, shed roofs and other points is valuable. An ax to break into machines, elevator heads or legs and to make openings into bins is frequently needed. These things should have a place and always be in place. At a time of fire there is no time to hunt for misplaced articles, or water buckets.

IF THE FIRE GETS BEYOND CONTROL.

1st. Keep a cool head. Don't get excited.

2d. Get out the ticket book and other important records from the office.

3d. Open all shipping or other spouts leading to outside of elevator allowing bins to empty their contents on ground below.

4th. Summon assistance and with axes cut openings into all other bins at their sides near the bottom, thereby allowing the grain to run out in piles on the ground.

5th. Report fire to us by wire and arrange with railroad agents for car capacity sufficient to transport the grain saved from elevator.

6th. Hire as many men, providing then with scoops and baskets, as can be used advantageously in handling the grain after the fire has burned itself out.

7th. Utilize every moment of time in removing grain that has been spouted out of bins to secure place before fire reaches it. Keep each kind separate while handling.

8th. After building is consumed or nearly so, see that all exposed grain is protected from further fire damage by dragging out all burning timbers, using for this purpose chains, rakes or any other implement suitable for the purpose, which might be handy. Buckets of water can now be used to extinguish the fire in the grain wherever it is found to be burning.

9th. Set your men at work on the windward side of the ruins, to remove

the grain as fast as the burning embers are removed and the fire in the piles extinguished. Be particular to keep all the sound grain of each kind separate from the damaged, and if empty cars are on hand, commence loading at once. Estimate the quantity of each kind and grade likely to be saved, and economize in loading by bulkheading cars if necessary.

10th. See to it that as little water as possible consistent with actual requirements is used in putting out the fire, as water causes almost as much damage to grain as fire. Push the work of removing the grain from the ruins with all possible dispatch, and if cars are not immediately available to load it into, haul to nearest elevator or other suitable shelter on railroad, or deposit on ground and lay rough boards over it in the form of a shed roof to protect it from possible damage by the elements.

11th. If any machinery or portions of power plant is saved, protect it from the weather as soon as possible.

GENERAL INSTRUCTIONS.

Employ a watchman during the night to guard against loss of grain or other property by theft, and take every precaution to prevent further damage or waste until the arrival of the Insurance Adjusters or you have other instructions.

Remember that it is the duty of the elevator owner under the insurance contract to do everything possible in saving and protecting property insured when endangered by fire, and only by following these instructions and using good, common sense in their observance, can the best results accrue from your efforts in such cases.

Use the same care and judgment in case of fire as you would if the property were your own, and *not insured*.

Don't pay any attention to certain "well" meaning but misinformed persons who tell you not to touch the grain after a fire until the adjusters arrive, but go right ahead with the business in hand and save all you can. In short, follow these instructions.

Don't hesitate about incurring any necessary expense in performing the work required. Take a receipt for all money paid for supplies or labor, and account for same to the insurance company.



Puzzle Picture—Find the man who is worrying about the wheat crop.—Minneapolis Journal.

Why Merchant Millers Should Have an Elevator.

Every flour mill doing merchant work and having a shipping trade, should be provided with a sufficiently capacious wheat storage elevator. That is, a warehouse containing the needed machinery for conveniently handling and cleaning wheat and other kinds of grain. Mills are sometimes so situated that handling other kinds of grain in connection with the regular flour making trade, pays very well and is in some cases a convenience to patrons. But its greatest value is in enabling the millers to carry a reasonable supply of wheat for the mills' use on occasions when wheat is being marketed very slowly as occurs at intervals every year. Wheat usually moves with the most freedom during the two or three months following harvest and, as a rule, that is the time to fill the elevator. Then, too, the wheat should be cleaned and scoured in the elevator and sent to the mill ready to grind, in that it does away with the annoyance and accumulations of dirty dust in the mill.—*Miller's Review*.

Mill Owners' Mutual Fire Insurance Co.

DES MOINES, IA. Organized 1875

INSURES MILLS, ELEVATORS, WAREHOUSES and CONTENTS

Net Cash Assets..... \$266,243.81
Losses Paid..... 1,339,403.60
Saved to Policy Holders..... 1,752,149.12

J. G. SHARP, Secretary

Established 1889

Indiana Millers Mutual Fire Insurance Company

OF INDIANAPOLIS, IND.

MILLS AND ELEVATORS ONLY

Purely Mutual

E. E. PERRY, Secretary

Grain Shippers' Mutual Fire Insurance Association IDA GROVE, IOWA

Risks in force \$6,927,000.00
Admitted assets, Dec. 30, 1907 \$50,197.76
Total liabilities 4,735.00
Net assets, Dec. 30, 1907 \$45,462.76

Dividends on the basis of 80% cost.

We write Fire, Lightning and Tornado Insurance for the Grain Trade.

F. D. BABCOCK, Secretary.

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ORGANIZED 1883

The Western Millers Mutual Fire Insurance Company

KANSAS CITY, MO.

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Insurance with a maximum of security at a
minimum of cost for ELEVATORS, WARE-
HOUSES and CONTENTS on the Mutual
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Five Year Policies (or short term policies on
grain, if required.)

Semi-Annual Assessments costing about
one-half Stock Company rates.
NO conflagration hazard.

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Wrote \$9,897,311.23 Insurance last year

Paid \$116,523.11 in losses last year

Added \$20,545.96 to surplus last year

Assessed only 40% of basis rates last year

If you want the best of Insurance
at the lowest cost, write to us.

Insurance in force - \$13,551,441.39

Face value of notes - 1,701,351.60

Cash Assets - - - 338,038.85

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substantially, according to the latest ideas of experienced grain men and ele-
vator builders and be the gainer in several ways.

Depreciation from age and wear will be less, economy of operation will
be larger and cost of insurance will be lower. Any possible small per cent in-
crease in cost will be a large per cent return on the investment.

The best elevators are planned by skilled builders. The profitable elevators are
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composed of and devoted to the grain dealers. A well built, profitable elevator means a
low cost insurance with the



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C. A. McCOTTER, Secretary.

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To get in direct communication with would-be buyers of grain elevators reply to ads
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THE NAME

on the ELEVATOR BELTING you buy is of more consequence than the price you pay.

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NEVER BACKWARD

Your elevator legs must run if the motors are equipped with

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